

Navy News

MAY 1987 20p

PAY — SIX PER CENT IN FULL

WITH THE Government accepting all recommendations of the 1987 Armed Forces Pay Review Body report and deciding to implement them in full from April 1, Service basic pay now rises by an average of nearly six per cent.

Increases range from 5.7 to 6.7 per cent for naval officers and about 4.5 to 6.4 per cent for ratings. Generally the larger increases go to the fully-trained and more highly-skilled.

Most forms of additional pay, including Northern Ireland and Falklands pay, are increased broadly in line with the Military Salary. An amended structure for Hydrographic Pay will result

NEW RATES — PAGE 24

in falling pay rates for some groups, but earnings of those concerned will be protected by payment on a mark-time basis.

The AFPRB will review Falkland Islands pay after a visit to the islands in September.

Long service increments are increased in line with the Military Salary.

The Review Body says that while they consider the overall size of the remuneration package is about right, they plan to review and make firm recommendations next year on elements such as the X-factor, remuneration of women, and payments for serving overseas and at sea. Flying pay will also be reviewed.

● Turn to Page 24

Blazing a trail

Fire away! HMS Brave, which has been staging trials of the improved Seawolf surface-to-air missile, creates a blaze of colour as she fires at a low-level, height-keeping target in the Gibraltar area.



ROUGHING IT



Roughers, with spray crashing across the bows, for HMS Bristol as the Type 82 destroyer headed home after leading the Navy's Caribtrain deployment during the early months of the year. Soon the Bristol is to take on the role of Dartmouth Squadron Training ship. — More Caribtrain stories and pictures on pages 9 and 40.

Picture: LA(Phot)
Runnie Barker

Return to the ship of sorrow

ROYAL NAVY divers who helped recover over 100 bodies entombed in the stricken cross-Channel ferry Herald of Free Enterprise called on reserves instilled during their specialised training to prepare them for the death and devastation they encountered inside the vessel.

Just days after returning from Zeebrugge, Cdr. Jack Birkett, Superintendent of Diving at the Portsmouth-based Fleet Diving Group, spoke of his team's strengths and the past experiences they drew on to help soften the blow of the "horrendous" conditions they found last month after the ship was sighted.

With plans to move the stricken ferry into the outer harbour, just as Navy News went to press, the same seven-man RN diving team was preparing to return to Zeebrugge to start the search for bodies remaining in the ship.

With their acquired knowledge of the ship layout and its conditions, they had volunteered to go back to complete

their sad task alongside their Belgian counterparts.

Recalling their first visit, Cdr. Birkett said, "It still came as a shock. At first the plan was for the 40-strong rescue team to conduct a systematic search in three groups down through the decks, co-ordinated from the bridge."

All went according to plan, with police photographers recording the grim scene and Belgian ambulance and firemen removing the dead, until the teams reached the cafeteria on B-deck.

Then it was an all-hands operation as they discovered the majority of bodies still left in the ship.

● Turn to back page

Drug stories unfounded

NO EVIDENCE has been found to support any of the allegations of drug smuggling and taking in the Royal Navy contained in a recent national newspaper story.

This has been stated by MOD in confirming that inquiries by the Special Investigation Squad of the MOD Police are now complete.

The Ministry has also made arrangements for sailors named in the story to receive legal advice if they wish, and to be assisted with legal costs should they decide to take further action.

Seven sailors and eight ships were named in the original newspaper story.

HELPING HANDS

HORSE POWER

RIDING high is CWEA Dave Jeffs who was taking part in the Bob Champion Cancer Research Trust sponsored ride from London to Liverpool.

The 39-year-old sailor, based at HMS Dolphin was riding the famous Grand National winner Aldaniti, and was following in the seats of the famous — among them Princess Anne and the Duchess of York.

CWEA Jeffs was enlisted to take part after being treated for cancer at the Royal Marsden Hospital in Surrey, where Bob Champion was also treated. This, Dave's first ever ride on horseback, earned the fund around £1,000.

HMS NELSON has again taken the Royal National Lifeboat Institution under its wing and a full programme of events have been drawn up to raise cash for the Institution this year.

They kick off on May 17 with a sponsored walk from the Square Tower in Old Portsmouth, followed by a flag week from June 1-6. The summer fayre will be held on June 28 and a raft race from Southsea beach on July 26.

For more information contact Lieut-Cdr David Duncan on Portsmouth 822351 extension 23430.

A SPONSORED slim at the HQ Flag Officer Naval Air Command, RN air station Yeovilton, raised £450 for charity while losing 354 for its participants.

The money will be used to help buy a Mecaaid bath for St Margaret's Hospice in Taunton, Somerset.



Aldaniti's stable girl Beryl Millam holds him steady for first-time rider Dave Jeffs. Picture: Peter Bartlett

Life savers

MONEY raised by wives at HMS Sultan is proving a life saver for babies and young children at risk of cot death. In the two years since HMS Sultan's Wives' Club has been raising funds for the Gosport Cot Death Research Fund they have collected over £2,100.

Their latest cheque for £470 was presented by Mrs Peta-Jane Field and Mrs Christine Laslett, Chairman and President of the Sultan Wives' Club, to the Research Fund — ably assisted by smiling tiny tot James Tiltcumb.



A dream come true

PROVOST staff at HMS Nelson well and truly fixed it for 12-year-old Shaun Thomas after his grandmother wrote explaining the youngster's dream to visit a warship.

To fulfil the dream Shaun, who lives near Newark in Nottinghamshire, was invited along to Portsmouth with his mum and dad and friend Lee Walker. They were all accommodated in the Royal Sailors' Home

Club, Portsmouth.

Proudly wearing their newly presented sailors' caps the boys were given a tour of the guided missile destroyer HMS Nottingham by Lieut. Jack Broadley, followed by a trip round the bay arranged by the Ministry of Defence Police.

A tour of HMS Victory and the Mary Rose followed, before Shaun returned to Provost HQ for tea and the presentation of a Naval Provost plaque.

Shaun (left) and Lee with Sgt. Ian MacPherson who took the boys on a trip round the bay in a Ministry of Defence Police launch.

The big pay-roll

The barrel boys on the march through Birmingham.

SAILORS and Marines from HMS Birmingham, HMS Neptune, HMS Conqueror, HMS Trenchant and HMS Sultan rolled out a one-and-a-half-ton beer barrel for 1,000 miles, raising nearly £9,000 for children's charities.

The great beer barrel push from John O'Groats to Lands End was the brainchild of ex-marine Alan Harrod back in 1982.

Frustrated by his inactivity during the Falklands War Mr Harrod got together with a few of his ex-service mates at the brewers Bass, Mitchells and Butlers in Birmingham to push the huge Balm Tub from the tip of Scotland to the foot of Cornwall. In the process they raised nearly £8,000 for the Falklands Fund.

Every year since the brewery has staged a push, with the help of a few friends from the Royal Navy and Royal Marines.

But this was only the second time the team has attempted the long push from John O'Groats to Lands End, with 11 children's hospitals across the UK benefiting from the push which began in mid-March.

The pull was completed in four stages. HMS Neptune and teams from the Royal Marines and American Navy set the barrel rolling from the north of Scotland, handing over to HMS Birmingham at Rosyth. In Liverpool a team from HMS Trenchant made a collection and in Birmingham men from



the brewery took over to pull the barrel to Portsmouth where they handed over to HMS Sultan for the last leg to Lands End.

The barrel will be pushed back to Birmingham by a team from HMS Conqueror. Alan Harrod is now planning more adventurous barrel pushes. In the pipeline is one from Blackpool to Paris and another between USAF bases in

America.

And he also wants to challenge the Field Gun team to a charity race from Portsmouth to Birmingham.

HMS RALEIGH has presented nearly £250 to the BUDOC Physically Handicapped and Able Bodied Charity. Mrs Janet Collet received the cheque on behalf of the charity from Royal

Marine Sgt. Myall. The cash was raised by a sponsored swim.

HMS DRYAD gardener Jock Walker has raised £125 for the Zeebrugge ferry disaster fund — in memory of former lorry driving colleagues who perished.

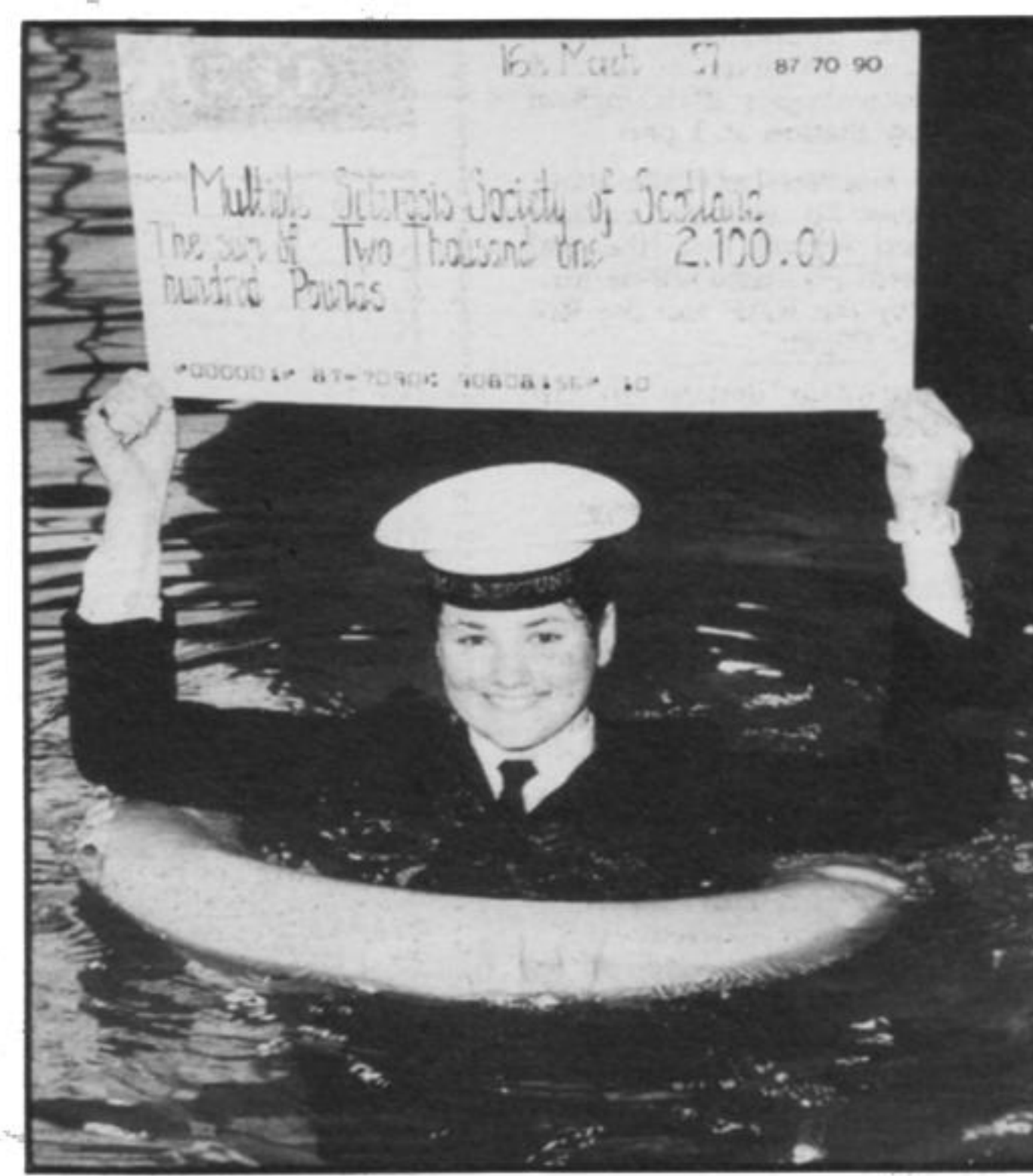
Jock, who used to be a lorry driver himself, raised the cash in just three days by a raffle.

DEEP WATER DEBBY

TO CELEBRATE her money-spinning idea which raised over £2,000 for the Scottish Multiple Sclerosis Association, Wren RO Debby Vout jumped into the pool at the Clyde Submarine base — in full uniform.

She had just witnessed the handing-over of a cheque for £2,100 to the Scottish MS Association, after an 89-mile sponsored swim.

A team of 33 completed the 24-hour swimathon with the record for the most lengths going to one of the base submariners, LSTD Ron O'Brian who covered 1,002 lengths to log a personal total distance of more than 14 miles.



Brave friendship highlighted in new book

HMS Brave's historic links with the district of Waveney in Suffolk are highlighted in the ship's impressive new commissioning book.

In 1942 Warship Weeks were organised by the National War Savings Committee — and 1,273 districts raised nearly £1 million.

The Suffolk village of Beccles sponsored a 950-ton fleet mine-sweeper named Brave, built at Blyth the following year.

Accepted into service in February last year, the new HMS Brave took the first opportunity to visit her "roots" in May, preceded by a sponsored cycle ride from the ship-builder's yard on the Clyde to Waveney district.

Children's homes

The 400-mile trip raised about £400 for children's homes in Beccles and Lowestoft, and chairman of Waveney

Recreation Committee, Mrs Lyn Willert, is featured in the commissioning book, astride her own mount.

To mark the affiliation, plaques of both the Second World War Brave and the present ship, hang in Lowestoft Town Hall.

The Brave hopes to revisit the district soon. Meanwhile copies of the book are available at £4.50 (including package and postage) from the Public Relations Officer, HMS Brave, BFPO Ships. Cheques should be made payable to the Welfare Fund.

Display team 'returns'

THE Royal Navy is the "lead" Service for this year's Royal Tournament, which promises to provide a spectacular pageant tracing the story of the Navy through the names Ark Royal, Invincible and Illustrious.

Among the attractions will be the famous Field Gun competition and the Massed Bands of the Royal Marines, while a particular source of pleasure will be the appearance of a display team provided by the Navy.

The Service's full-time display team was disbanded some time ago in the face of the need for manpower economies — and amid considerable protest.

But this year's Earls Court show will include the HMS Sultan Royal Tournament Display Team, which was due to form up and start full-time training in Sultan on May 5.

Mast-manning

Officer-in-charge, Lieut. Rod Williams, assisted by a team manager and trainer, will head a team of 50 MEMs who will perform the hornpipe, aerobics and — during the finale — the popular mast-manning display.

In addition to performing at the Royal Tournament between July 15 and August 1, the team will give displays at the Bath and West Show on May 27-30, the Hyde Park Show in aid of handicapped children on June 20, and the Stoneleigh Royal Show on July 6-9.

Parade

About 2,000 marchers from all the Services will take part in a Royal Tournament preview parade at Chatham on July 12. The event begins at Gillingham Railway Station at 3 pm.

The marchers will take about an hour to reach Chatham Railway Station, via the old dockyard. Fly-pasts will be provided by the RAF and the RN Historic Flight.

Tournament details are in DCI(RN)64 and 65/87 and

Gun-run for charity

NOT content with just running the Adidas/Mars Portsmouth Half Marathon once, 30 members of the Portsmouth Field Gun crew covered the route twice — once on their own and the second time with their gun.

Half the money raised by their run was donated to the Lord Mayor's Fund and half to cystic fibrosis research.

Also among the runners was marathon superstar Mr. Fix-It himself — Jimmy Savile — running in Portsmouth for the first time.

DCI(JS)20. Bookings can be made by telephoning the box office on 01-373-8141.

There will be two Tournament performances daily at 1430 and 1930, except that there are no performances on Sundays and no matinee performances on Mondays.

Those attending should allow up to 40 minutes to visit the various stands provided by the three Services, in addition to the performances.

Dates

● Dates of the Field Gun runs at the Royal Tournament are as follows. (For each date, the first competition referred to takes place in the afternoon, the second in the evening. In all cases the first-named team will run on the Royal side of the arena. The competition for trophies begins on July 18):

July 15 — Portsmouth v Devonport, FAA v Portsmouth. July 16 — Devonport v FAA, Portsmouth v Devonport. July 17 — FAA v Portsmouth, Devonport v FAA.

July 18 — Devonport v Portsmouth, Portsmouth v FAA. July 20 — no afternoon competition, FAA v Portsmouth. July 21 — FAA v Devonport, Devonport v Portsmouth. July 22 — Portsmouth v FAA, FAA v Devonport. July 23 — Devonport v Portsmouth, Portsmouth v FAA. July 24 — FAA v Devonport, Devonport v Portsmouth. July 25 — Portsmouth v FAA, FAA v Devonport. July 27 — no afternoon performance, Devonport v FAA. July 28 — Portsmouth v Devonport, FAA v Portsmouth. July 29 — Devonport v FAA, Portsmouth v Devonport. July 30 — FAA v Portsmouth, Devonport v Air. July 31 — Portsmouth v Devonport, FAA v Portsmouth. August 1 — Devonport v FAA, Portsmouth v Devonport.



BIG BUILD-UP FOR ANNA

ANNA Paola Boyd is a titled lady — but she doesn't let that go to her head, as the titles are mainly to do with her legs and body!

Anna Paola, a part-time model, is the current Miss Gilde Lager, Miss Labatt Lovely Legs and Miss Bergmans — the latter being a body-building title.

Now she hopes to be adopted as a ship's pin-up, and would welcome any offers along those lines.

From her home town in Greenock, she tells us she is 5 ft. 8 ins. tall, has brown hair and brown eyes and weighs 8 st. 4 lbs. Her vital statistics are 34-22-34.

Offers of adoption should be made to: Pin-up Adoption, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH.

That's the drill, Brum!

CDR. Roy Clare, commanding officer of HMS Birmingham, enjoyed a three-day visit to his ship's namesake city, and took the opportunity to meet affiliated groups and organisations.

He attended a drill night at RNR Forward, met naval officers studying at the university, and, as President, attended a dinner at the Birmingham Nautical Club.

One important visit was to the Lord Mayor who has personal connections with the ship. It was his grandmother who launched the first Birmingham in 1913.

A highlight was Cdr. Clare's stop at the Birmingham Boat Show, where five ratings from his ship were on duty. While at the show he presented a cheque for £335 to the ship's newly adopted charity, the Children's Hospice Trust. More than half of the amount was raised by CPOMEM Jim Beresford in the Sultan 10 Road Race.

Another interesting visit was to the home of Mrs Jean Batchelor, widow of Mr Malvern Batchelor, who had served in the earlier ship and had made a 3-ft brass and wooden replica of her. Mrs Batchelor presented the model to the City of Birmingham and it is hoped to display it in the city's careers office alongside a model of the present ship.

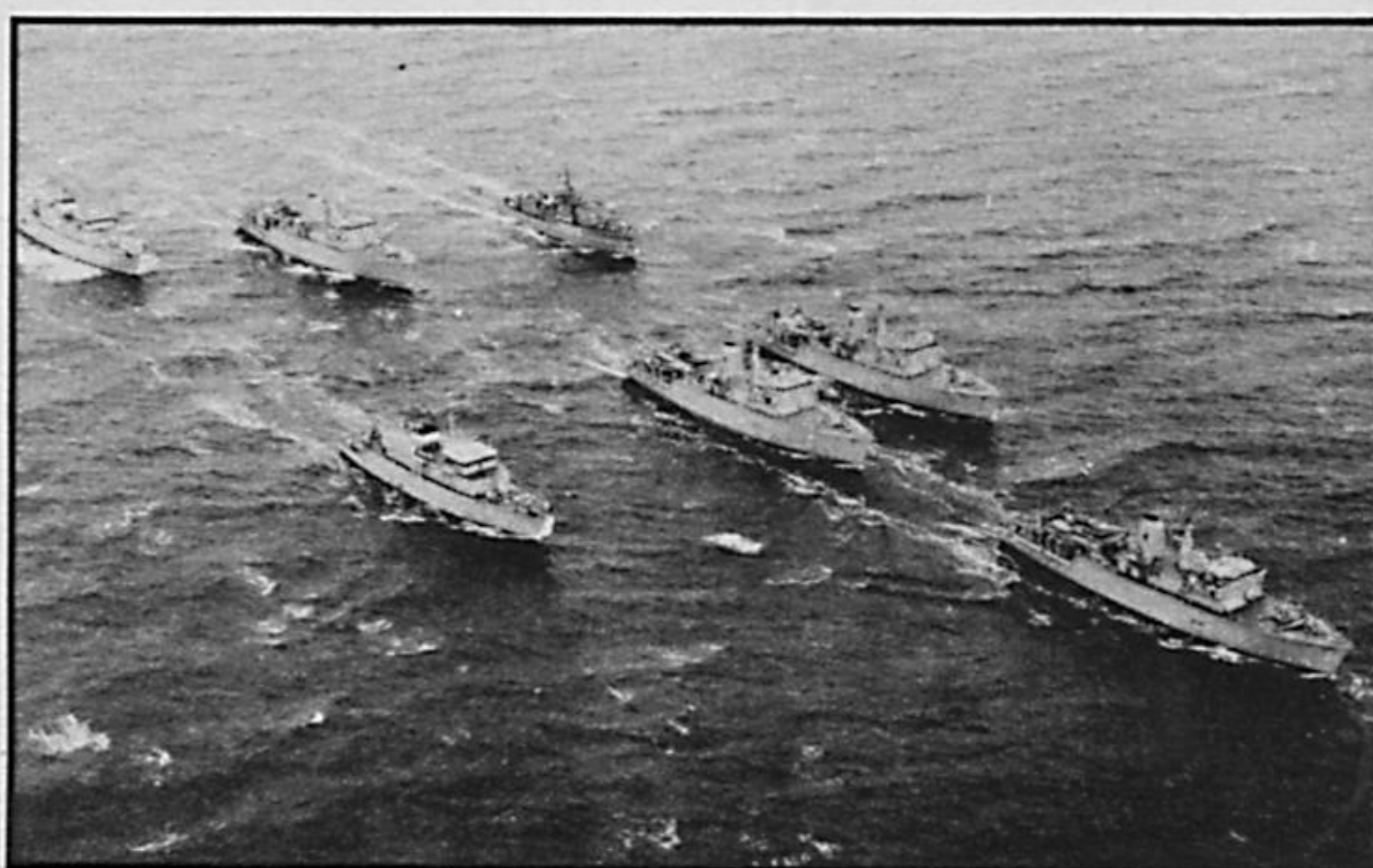
Festival expanded

TO MEET the growing demand for seats, the annual Mountbatten Festival of Music in the Royal Albert Hall next year will be staged on three nights instead of the usual two.

The dates for the concerts, staged by the Massed Bands, Corps of Drums and Fanfare Trumpets of the Royal Marines, are February 17-19.

Application forms for tickets will be available from early September this year from The Royal Marines Concert Office, Room 113, Archway Block South, Department of the Commandant General Royal Marines, Old Admiralty Building, Whitehall, London SW1.

GLASGOW HOSTS NATO MINE SHIPS



A combined visit to Glasgow started a week-long joint exercise between the First Mine Counter-Measures Squadron and Standing Naval Force Channel.

Seen here steaming across the Clyde are the ships involved in exercise. HMS Middleton leads followed by HM ships Brocklesby and Bicester and HNMS Dordrecht of the Netherlands. Bringing up the rear are the German FGS Goettingen, HMS Hurworth and the Aster, a Belgian minesweeper.

HMS Hurworth is the relief for HMS Brocklesby.

Three of the ships, the Dordrecht, Goettingen and HMS Hurworth responded to emergency calls immediately after the recent ferry disaster at Zeebrugge.

Picture: HMS Gannet

ME—VOLUNTEER?

ONCE upon a time there was a stoker happily enjoying his brief period of shore service in a Type 42 destroyer refitting in Portsmouth. Happy that is except for his love-life, for his girlfriend lived North of the Border.

As the end of the refit approached, our stoker was also coming to the top of the sea roster and was asked if he wished to remain in the ship when it transferred to sea-service.

"No thank you," said the stoker, "I would like to go to a Rosyth-based Type 42 for my sea service so at least I'll be near my girlfriend."

Moving

Quick as a flash, Drafty met his wish and issued a draft order to such a ship thinking everybody would be happy ever after.

Wrong! Two weeks later, after the draft had been issued, our stoker heard to his horror that his girlfriend was moving south to be near him.

"Quick, contact Drafty and get him to cancel the draft, and volunteer to remain in the Portsmouth ship."

Sorry! The Portsmouth ship has by now a full sea comple-



ment detailed and the previous draft must stand.

The moral to this tale is that Drafty does try hard to meet a preference but is not equipped with psychic powers and may be unable to respond to rapidly changing personal circumstances.

However, do not be put off volunteering by this sad tale. When looking to fill a billet,

Drafty will always look for a volunteer first.

To ensure YOU are on that list of volunteers, record your specific request with Drafty on a C240 but please one request only on each C240. Your name will then be specially recorded on Drafty's volunteers listing until either you get your wish or two years have elapsed.

Gibraltar calling!

CURRENTLY there are few MEMs who are recorded as wanting LFS in Gibraltar. Drafts are for 18 months (unaccompanied) or 30 months (accompanied).

There are seven MEM(M) and three MEM(L) billets and preference is given to AMC qualified men.

Several of these billets come vacant later this year so MEMs due shore service in September / October should apply soonest.

DRAFTY

ENOUGH ROOM TO SWITCH A 'CAT'

THE initial categorisation 'M' or 'L' for MEMs is made during Part II training based upon academic ability, training record and preference.

To date there has been no difficulty meeting the required 'L' quotas. It is for this reason that requests for MEM(M)s to recategorise (L) after Part III have been turned down.

However, because of the increased requirement for MEA(EL)s and a shortage of

suitable LMEM(L)s on the ACC roster, up to ten LMEM(M)s on the roster have been selected for ACC20 commencing October 1987. They will emerge from the course as LMEA(EL)s.

If this proves successful, it is planned to combine the ACC roster in the future and streamlining ML/EL will be decided on commencement of ACC taking into account candidates' ability, preference and current service requirement.

Fed up with old Ming?

THERE are plenty of opportunities for volunteers to serve in one of the ten new ships currently building.

Some key senior rates are required to stand by for up to 15 months before acceptance but the bulk of the ME department are required shortly before acceptance.

Anyone for Yachting?

CALLING keen, reliable and smart MEMs.

Have you considered service in the Royal Yacht? The requirements are set out in QRN 0824. If you fit the bill put in a request to your divisional officer now.

RNR seeks 'non-deck' MN recruits

NON-deck branches of the Merchant Navy are being urgently sought to serve with the Royal Naval Reserve.

In the past recruitment has been restricted to deck officers of the Merchant Service. But now the RNR is looking for volunteers from all branches to train in the control of shipping movement in time of tension or war.

Seagoing male and female officers of the Engineering, Catering, Purser and, for the first time, Radio and Electrical / Electronics branches are eligible.

With the decline of the Merchant Fleet the RNR is hoping to attract British officers who may be serving at sea in foreign ships as well as under the British flag.

After initial training the new officers would become RNR Naval Control of Shipping Officers — involving 14 days' continuous training or exercise per year and attendance for the equivalent of two weekends training at an RNR unit.

Information

More information can be obtained from the Staff Officer or Recruiting Officer at any RNR unit, or from the Reserves Division, Officer of the Commander-in-Chief Naval Home Command (P2(R)), HM Naval Base, Portsmouth PO1 3LR, (tel. 0705-829038/829088).

PHOT BRANCH SEEKS WRENS

THE change in recruiting of Wrens to the Photographic Branch from direct to sideways entry was announced last year. It means that any educationally-qualified (NAMET 5/5 or equivalent) junior Wren rating, with at least six months seniority in the able rate, may now volunteer to transfer to the Photographic category.

A volunteer must be recommended by her commanding

officer as being of good Leading Wren potential and of possessing above-average qualities of confidence, self-reliance, tact and the ability to work unsupervised.

A history of an interest in photography is desirable but not essential. Photographers will be required to fly in Service aircraft during the course of their duties.

Details are contained in BR 1066 Article 2210.

LIAISON TEAM TOUR

SECOND Sea Lord's Personnel Liaison Team will carry out its summer tour in the South West of England during May, June and July. It is proposed to visit the following ships and establishments:

JUNE 1-2, HMS Heron; 8, HMS Cambridge; 9-10, HMS Raleigh; 11, 42 Commando; 12, Cdo Log Reg; 23-24, HMS Osprey; 25, GCHQ Cheltenham; 26, HM ships Portland; 29, BRNC; 30, CTCRM Lymington.

JULY 1, HMS Royal Arthur; 3, 40 Cdo RM Taunton; 6-7, HMS Drake; 8, HM ships Devonport.

During the tour the PLT will also be giving informal presentations to wives' clubs — as a trial and purely on a voluntary basis.

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HMS Coventry through the ages

From 1658 to the present day, warships carrying the name of HMS Coventry have played an important role within the Royal Navy, winning many battle honours in their long and active service with the fleet.

To commemorate the sixth ship to bear the name Coventry — a Type 22 frigate — a unique set of prints has been produced.

This full-colour set of six prints, each measuring 8¼" x 11½" (A4) are from original paintings by Wilfred Hardy G.A.V.A. Each beautifully presented print is dated and ready to frame.

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Courageous spearheads trials

BY the end of May HMS Courageous will have completed her post-refit work up and will be starting an assisted maintenance period in Faslane to convert her to fire the new Spearfish torpedo.

The Courageous is to be the trials submarine for the development of the Royal Navy's latest torpedo, and will shortly be crossing the Atlantic to the Bahamas to conduct further tests.

Spearfish

Spearfish is the heavyweight torpedo, wire-guided, about six metres long and very similar in appearance to the Tigerfish; in capability, however, it is nearer to the lightweight Stingray. Incorporated on board are digital computers which allow the torpedo to adapt its direction, together with instruments with the ability to exchange data between launch submarine and weapon.

Unlike previous torpedoes the Spearfish is powered by a

gas turbine engine working with a pumpjet to achieve long ranges and high speeds.

A hunter-killer Fleet submarine of the improved Valiant class, HMS Courageous was built by Vickers at Barrow-in-Furness and launched in 1970. Since first commissioning she has conducted numerous operational patrols, and served

in the South Atlantic during the Falklands campaign.

Refit

A two-year £80 million refit at Devonport Dockyard has brought her right up to date with equipment and weapon systems. With her highly sensi-

tive sonar and sophisticated sensors she can identify possible targets and other ships with amazing speed and accuracy.

Armed with wire-guided homing and unguided torpedoes, and Sub-Harpoon, the Courageous and other Fleet submarines like her are the modern equivalent of the battleship. She is powered by a

pressurised water nuclear reactor, is capable of sustained speeds in excess of 20 knots, and can operate for five years without refuelling.

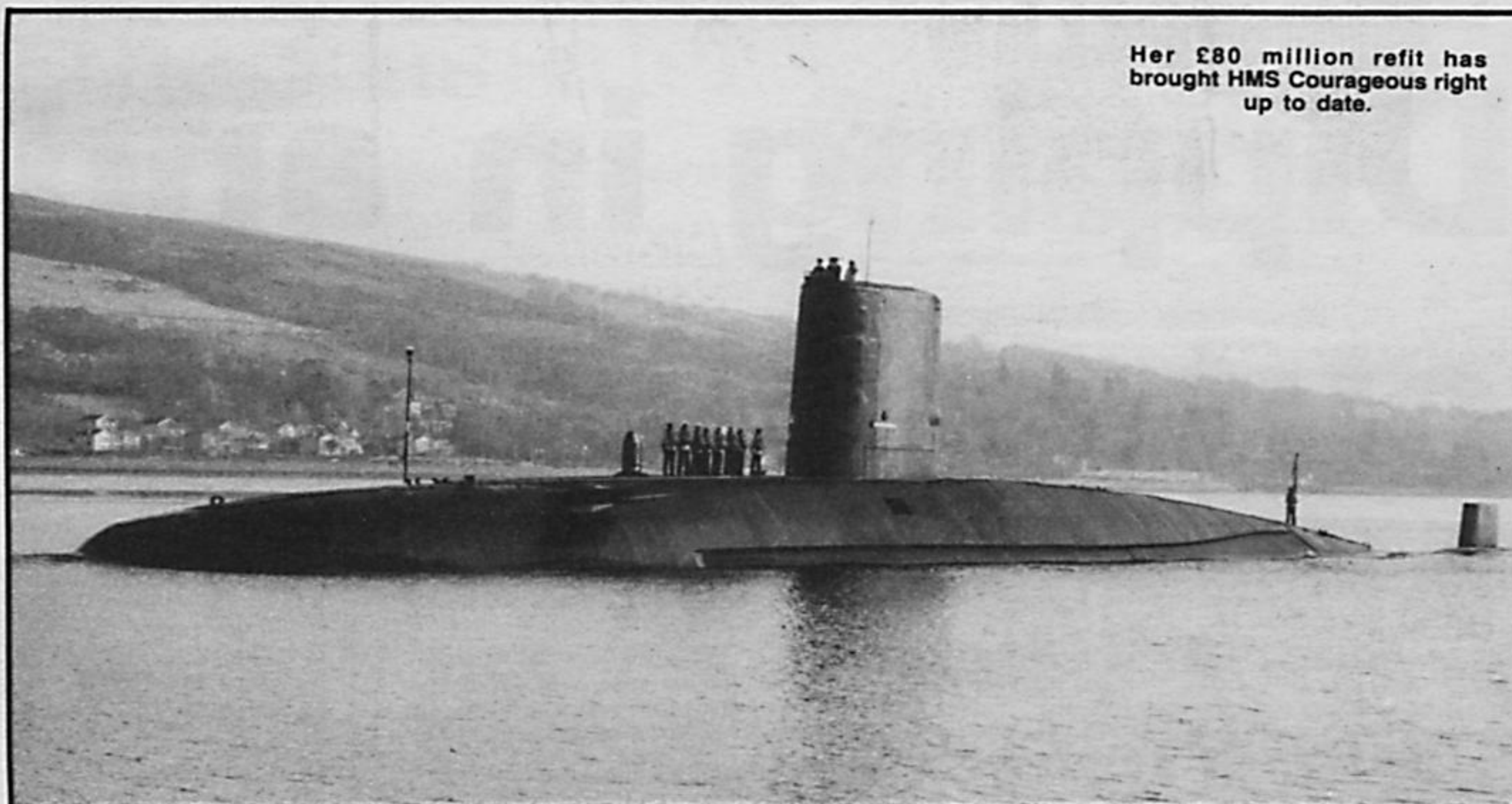
By making her own fresh air and fresh water, dived endurance is only limited by the amount of food that can be carried for the crew of about 120 officers and ratings.



FACTS AND FIGURES

Displacement: 4,000 tons light, 4,800 dived. Length: 285ft. Beam: 33ft. Draught: 27ft. Armament: Sub-Harpoon plus torpedoes. Propulsion: pressurised water-cooled nuclear reactor; English Electric geared steam turbines, 15,000 shp; 112 cell emergency battery with diesel generator and electric motor; 1 shaft; W. H. Allen turbo generator sets. Speed: 28 knots, dived. Complement 120.

POSTCARDS
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Her £80 million refit has brought HMS Courageous right up to date.

THE FRENCH CONNECTION

CAPT. John Hallowell, commanding officer of the first HMS Courageux had a lucky escape in 1796. While he was ashore in Gibraltar his ship drove from her anchors, brought up almost under the guns of a Spanish battery on the North West side of the Bay, and eventually ran onto rocks below Apes Hill. She became a wreck in a few minutes, and only 129 of the 503 men thought to have been on board survived.

Fifty years

The Courageux was originally a French ship, taken by the British off Vigo in August 1761. She was built in Brest in 1753 and was in service with the Royal Navy as a third rate ship of 74 guns.

The second Courageux was built at Deptford in 1780 and sailed for a good fifty years before being broken up in 1832.

Yet another French prisoner, the third

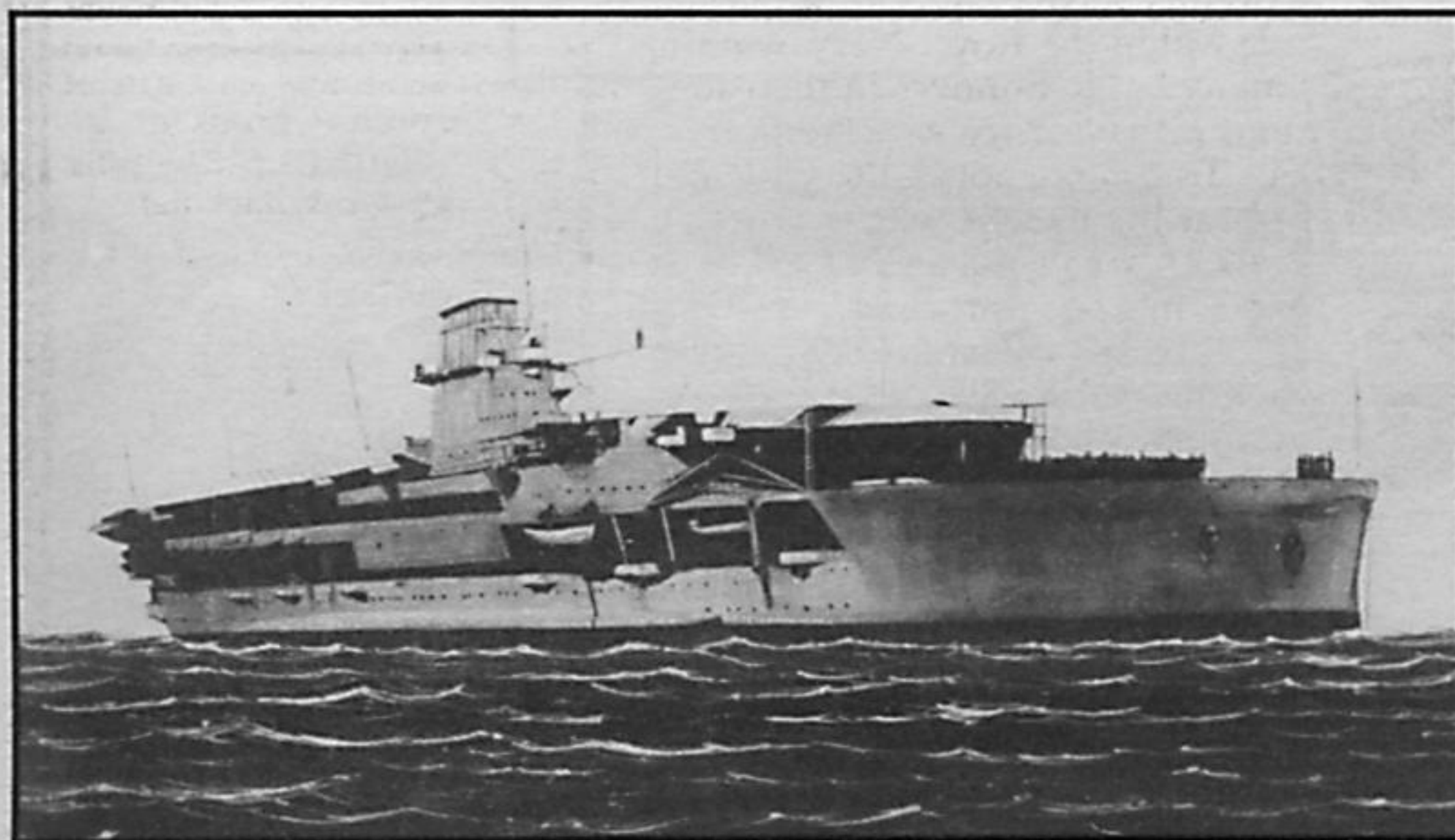
Courageux was taken in the Mediterranean by HMS Centaur in 1779, and was employed as a stores ship on the station.

It was in May 1915 that the battle cruiser HMS Courageous was laid down, and she was launched in February 1916. She carried four 15in., eighteen 4in. and two 3in. guns as well as two 21in. torpedo tubes. In 1917 she was in action with light enemy forces and was damaged, and from 1918 to 1924 she was the Flagship of the Reserve Fleet based at Portsmouth.

In 1928 she was converted into an aircraft carrier and served in the Mediterranean and Atlantic before the outbreak of the Second World War. In September 1939 she left Devonport under escort for offensive patrol, and on the 17th, when turning into wind to recover her aircraft, she was hit by two torpedoes from U-29, and sank off the West Coast of Ireland within 15 minutes.

Battle honours

Ushant 1781, Genoa 1795, Bay of Biscay 1805, Falklands Islands 1982.



The fourth HMS Courageous pictured in 1929 after her conversion to an aircraft carrier.



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SHARK DRAMA CREW SOUGHT

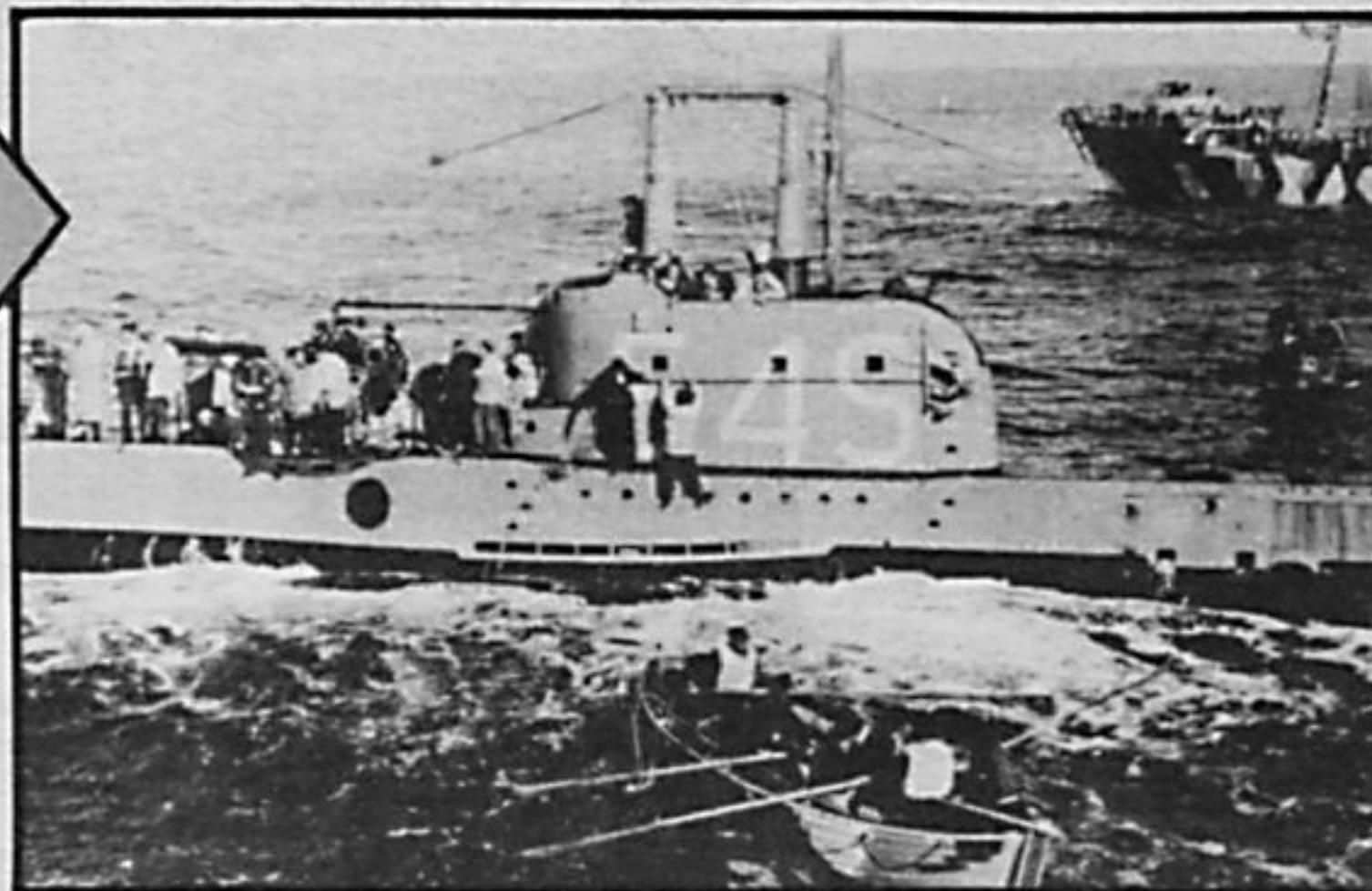
FOLLOWING a five-hour battle on the surface against German aircraft, the wounded crew of HMS Shark are pictured being rescued by German minesweepers.

This dramatic photograph was sent to Navy News by a former Kriegsmarine sailor, via the British Naval Attache in Bonn. The sailor, Herr Friedrich Buchin, would like to contact surviving members of the boat's crew and offers them a copy of the picture.

In his book "The British Submarine", Cdr. F. W. Lipscomb wrote that the Shark was attacked off Norway in early July by German flying-boats carrying, for the first time, depth charges. Later the boat was forced to the surface by German bombers and fought until all but three of her crew were wounded. After her surrender, she was scuttled.

From 1941, Herr Buchin served in the M1805, one of the auxiliary sweepers which had

been involved. His address is Gorlitzerstrasse 6, 2732 Sittensen, West Germany.



It's time to stub out Blue Liners

THAT I write this on National No Smoking Day is appropriate. Is it not time that "Blue Liners" were abandoned by the Royal Navy, regardless of there not being a replacement "perk"?

The evidence against smoking is clear. It is outrageous that public money should be spent on a tobacco service, especially so when there are almost equivocal statements printed on the packets by different organs of the same government!

A brave move now may save some lives — and some fires. — L. E. May (Lieut.-Cdr.), HMS Brave.

WITH the recent No Smoking Day in mind I think it is appropriate to congratulate ex-CPO Cox'n L. V. Leather for keeping his ancient "Blue Liners" for so long.

Perhaps, younger readers would like to know the origin of "Blue Liners."

In the early 1930s, a pensioner chief gunner's mate was given permission to set up a cigarette-making machine in a lorry which was parked near the old bandstand or the gymnasium, at Portsmouth Barracks.

The lads could take their 1lb. of "Ticklers" tobacco there, and for a small fee the cigarettes would be made up for them. In those days 1lb. of cigarette tobacco cost 2s 6d.

The chief GI's business flourished, and eventually he was allowed a space in "K" Block to set up a small factory.

However, I believe it was in the mid-forties that HM Customs and Excise were displeased with something which was not above board, and the factory had to close down.

From then on the Director of Victualling undertook to supply the Blue Liner cigarettes made up from "Ticklers" direct to Supply Officers, in cartons of 200.

Incidentally, my wife has a brass-embossed box containing a packet of 20 cigarettes and a packet of tobacco (unopened) received by her late father, a chief stoker. It was a gift from Princess Mary for Christmas 1914. — A. G. Clark (Sy. Lieut.-Cdr.(S), ret'd), Denmead, Portsmouth.

Benefits for divorced fathers

I WAS saddened to read the unhappy letter from "Lieutenant BFPO Ships" (March). He refers to the eligibility for benefits to the divorced father, in particular the boarding school allowance.

I have been present in the divorce courts in Somerset on many occasions when the Judge has made an order in respect of custody of children enabling the allowance to continue. The only problem is that custody by consent should be awarded to the Service parent — usually father.

There is no reason why care and control should not be equally agreed, as an order by consent in favour of the mother.

There are divorce court welfare officers now in nearly every probation office, ready to advise and assist in these matters. — T. E. Warden, Court Welfare Officer, Somerset.

LETTERS to the Editor

Dipping in and out over LOA

AS THE Navy's uniformed representative in the Local Overseas Allowance Review Teams, may I respond to the two letters (March) under the heading "Singles Seen Off" in Gibraltar?"

Both correspondents point out that while they are on zero rates of LOA ashore in Gibraltar, they would enjoy seagoing LOA if they were serving in a visiting ship.

The rules for, and calculation

of, SLOA rates are different from, although based on, those ashore.

The SLOA are "area" rates, while the shore rates are usually "place" rates.

As a result, ships visiting

Gibraltar qualify for "Mediterranean" rates of SLOA and not Gibraltar rates. While the seagoer is "dipping in" at Gibraltar, he is probably "dipping out" when visiting the south of France.

Both correspondents find it difficult to accept that their own personal living expenses in Gibraltar are less than they would be serving at home. This may well be so.

The LOA process has to be based on the expenditure pattern of "Serviceman Average." If you are "Serviceman Average" you will enjoy lower costs in Gibraltar, but if you are a non-smoking, teetotal single, then you will "dip out."

"Serviceman Average" in the UK spends comparatively large amounts on cigarettes, drink and his car. Two of these items are much cheaper in Gibraltar. Car costs are marginally so, but car ownership among the single population in Gibraltar is much lower than in the UK.

This, therefore, becomes an LOA "loser" either way, because the average single is not incurring the expenditure that would be the case at home. Incidentally, referring to the additional cost of telephoning home from Gibraltar, the LOA budget does take this into account by including 175 per cent of the average UK expenditure in the calculation of the Gibraltar single. — G. D. S. Bryant (commander), Deputy Directorate of Naval Service Conditions (Pay).

Change your tune!

COULD you invite your readers by way of change from the old chestnuts of warrant officers, single man's non-perks, and charge chief's badges, to air their views on some new items?

● What do they think of the introduction of the Vee (Ugh) neck woolly pully?

● Should leading hands have improved status? Why are they classed as junior rates when their equivalents in the other arms are classed as NCO's?

● Should "tails" be introduced for all commanders and lieut.-commanders for evening mess wear?

● Should Naafi be more competitive with shore prices?

● Should all suffixes to rank be dropped in informal addressing? They are in the other Services. Icarus (Somerset)

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Navy News

No 394 33rd year

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LETTERS EXTRA

— Page 37

JACK

BY TUGL



Keeping Mum in the Service

THERE comes a point in a woman's career when she may want to have a child.

A civilian's job would be held open to allow the woman to return to work after the birth. For members of the Women's Royal Naval Service, however, pregnancy means the end of their career — there being an extremely unlikely chance of being allowed to re-enter.

It seems a great shame for the career-orientated Wren and also proves expensive for the Government to lose these women who have built up to a high trade expertise and have possibly served for 12 to 15 years.

So what is the solution?

1. To introduce a scheme not dissimilar to that of the United States Navy, allowing a Wren to have several children, maternity leave, benefits, etc.?

2. A part-pension after 15 years' service from age 18 allowing a Wren a "pensionable career" and an opportunity to leave at the latest age to safely have a child?

The needs of motherhood are highly incompatible with the Service, therefore Solution 1 would not only be financially unacceptable but introduce

inevitable welfare problems which the US Navy has and the Royal Navy does not really need.

Solution 2 would be a high incentive to encourage the senior Wrens to stay and give the Navy the benefits of their years of training, and also ensure the woman benefits with a pension and motherhood. — D. E. Stebbings (POWren), RN air station Yeovilton.

Donations from pay

IT IS now possible (from April 6) for the very first time, for donations to charity to be made by people straight from their pay packets free of any tax.

This "give as you earn" scheme will enable employees to donate a fixed amount to charities of their choice.

The Services will be part of the scheme, and many of your

other readers may work for employers about to operate the system through their payrolls. — P. M. C. Vincent (captain, RN), UK Regional Director of the Muscular Dystrophy Group.

Ark's happy holidays

I AM serving in HMS Ark Royal, and while in Mayport, Florida, we had a chance to bring out our families and girlfriends.

The ship organized holidays through the usual channels, but it was financially restrictive to some of our pockets.

With the ship's consent I approached Virgin Holidays, and they arranged a package holiday tailored to our needs. This included flights, coach transfers, hotels, cars and all insurances; also insurance against Service contingencies.

The package was con-

siderably cheaper than the ship could supply.

Thirty-four travelled to Mayport, and the whole holiday was a complete success.

This is not an advertisement for Virgin Holidays, but just a way to inform other ships' companies of the possibilities available to them. — W. W. Wilks (POAEM(M)), HMS Ark Royal.

Sad news from Nova Scotia

HUNDREDS of naval men who found themselves in Halifax, Nova Scotia, during the Second World War will remember Mrs Janet Evelyn McEuen, who ran the Ajax Social Club.

Many sailors enjoyed the hospitality of private homes arranged by the club. I was one of those ratings, and I have corresponded with a family since the war ended.

Now sadly I have heard that Mrs McEuen has died at the age of 96.

A native of St Andrew's, Scotland, she was the widow of Surg. Cdr. Charles Stuart McEuen, and fought to keep her club going, despite strong opposition from such people as bootleggers who objected to the competition. She was a wonderful lady. — J. B. Stuley, Scarborough, N. Yorkshire.

Be positive about KUA

IN RESPONSE to MAA David Townsend's letter (April), I have to agree that the standard of dress seems to be getting worse.

The powers-that-be appear to be adopting a totally negative attitude towards Kit Upkeep Allowance. Do they really believe that we all deduct our KUA from our pay every month and save it until we need new kit?

Currently I work with the Royal Marines, and for smartness they are hard to beat. On the other hand I sometimes see junior and senior rates walking round Portsmouth Naval Base and occasionally in the city centre who look as though they had just crawled out of a garbage bin.

We need to take a positive approach, and David Townsend's idea is certainly one which I would endorse.

If I was given a card which entitled me to spend £130 a year on kit, that is what I would do with it, spend it on kit. — Clive Deer (PO(Phot)), HQ TRSF.

● See "Prices revised," Page 14.

OH, DEER . . .

READING W. E. Armstrong's letter about the reindeer given to the Commander-in-Chief Home Fleet by the C-in-C. Murmansk, I well remember it as I was one of the lucky(?) ones who had the job of reindeer sweeper on the trip back.

I am sure he will also remember the seal we took aboard in Iceland, after it tried to get up the after gangway with a damaged fin. We did not get rid of it until we left harbour.

We treated the damaged fin and put it back in the water. After swimming around for a while it came back to the after gangway to be brought on board again, and this went on until we sailed a few days later.

I would think that this was the only seal ever to try to join the Royal Navy and it was rejected. — T. Caffery (ex-AB), Oldham, Lancs.

HERE is a photograph of the same "Olga" so aptly described by PO W. E. Armstrong (March).

I also remember the request sent over the ship's tannoy for any member of the ship's company having had experience of



Olga the seagoing reindeer — see second letter.

handling horses or cattle to volunteer their services in looking after the reindeer.

The trip back from North Russia was indeed very rough. — J. Edwards (ex-AB RDF), Folkestone, Kent.

Walcheren landing

IN THE January issue there was a request in the Reader Services, and the heading was

"Walcheren Raid."

I would bring to your attention that this operation was in no way a "raid", being in fact likened to a lesser D-Day landing. Due to many unfortunate events it was a "blood bath" for the naval forces.

This operation was a full-scale opposed landing by the Royal Navy and Royal Marines, with the Commando objectives being achieved. — Jack Phillips (ex-C/Sgt, RM), Toronto, Canada.

On the whole, and bearing in mind . . .

SHAME the statistics chosen by Drafty in the March edition. "Medical Drafty Off to the Sun" spoiled what could have been a good article.

Probably pressed the wrong computer key!

The right key would have given a different print-out. Med Tech (L) and (P) are an endangered species. They are "going underborne" at a great rate of knots, and a recruiting drive is on.

How about giving another sitrep? — M. E. B. Genevieve (sub-lieut., RN), Gosport.

● The official reply is that the statistics quoted were not chosen, as suggested, but objectively represented the situation as a whole.

The figures were intended to give an overall picture of the Branch (bearing against requirement), and a detailed breakdown by speciality was neither appropriate nor practical.

The apparent overbearing of medical technicians is made up largely by MT(N)s who declined the option of transfer to the QARNNS in 1982, when all nursing billets were defined in terms of QARNNS roles.

Therefore all MT(N)s are technically in excess of requirements, but of course there is a continuing need for them to fill underborne QARNNS RGN billets.

The other medical technician specialities are now close to the stated requirement, although it is correct that there is a potential shortfall in certain categories, notably laboratory and physiotherapy, due to natural wastage unless mitigated by recruitment.

'End this myth about drinking'

REFERENCE Mrs. Jacqueline Slade's letter (March), isn't it time to stop the myth about "drink and the Navy"?

I served 29 years' pensionable service, the last five of which included visiting ships on a daily basis, and spent some time at sea in Type 42s assisting weapon maintainers.

The bar in the senior rates' messes was on all occasions noticeable for the absence of drinking. Ships' companies were too busy dealing with the increasing responsibilities in maintaining complex systems and equipment.

During my seagoing career in the rank of warrant officer I was on the second Officer-of-the-

Day roster. Not once during times in harbour did I have reason to caution any individual returning from shore the worse for wear.

Mrs. Slade could well be pleased by looking back to the Falklands, where the average age of ships' companies was less than 25 years. These young "sober" men did this country proud. — B. E. Dunn (ex-FCCEA), London.

Too late to save Ganges

I HAVE read with interest and amusement the spate of letters about HMS Ganges, and wonder where some of your correspondents have been for the past 11 years.

The annexe field is a building site for housing, and within a few months Stourcroft village will be complete.

There is a plan to develop the lower playing fields into a 350-berth marina as the first stage in sweeping away the main part of the establishment for the building of locally-unwanted housing estates.

It is a bit late to be writing about "saving Ganges." It will never be anything but a memory (good or bad!). — John Webb, Shotley, Ipswich.

Clyde air crashes

REGARDING letters about aircraft engines being dragged up from the Firth of Clyde, might I point out that the Clyde was used for working-up escort carriers, as well as having many ships used as targets for torpedo bombers.

Dozens of aircraft must have gone into the drink in that time.

On more than one occasion my old ship (HMS Cardiff) picked up survivors of crews of RAF Wellingtons on night exercises.

Rumour has it that on a very glassy calm day (not a common occurrence in those waters) about a dozen Swordfish came to grief as the sea was just like a mirror. — S. A. Lilliman (ex-L/Sig), Kempston, Beds.

● This correspondent's suggestion is borne out by other letters mentioning crashes and rescues on varying dates. — Editor.

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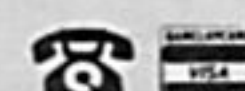
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MARITIME BOOK SOCIETY

Ark's odyssey from the Caribbean to Charleston

GLORY, GLORY DAYS!

HMS Ark Royal's last few calls on the Caribtrain deployment took her from the deserted paradise of a Caribbean island to the sleek sophistication of Charleston, USA.

A banyan on an isolated part of an island off Tortola was one of the most successful events of its kind arranged by the Ark Royal. The two-day beach party catered for 500 men each day who were ferried to and fro in a landing craft.

Supplies were brought in by helicopter and while some chose to work on their sun-tans, many joined in with sporting activities such as cricket, volleyball, snorkelling and even windsurfing and water skiing.

These glorious days prepared the ship's company for their visit to Mayport Naval Base in Florida, an important call for the ship, which was greeted by USS Saratoga and USS Forrestal on her entry into the port.

Unfortunately the warm reception was not matched by the cold, wet weather but that did not put a stop to the usual social and sporting exchanges between the ship and the local population.

Many sailors took the opportunity to head for Disneyworld and Sea World, while one team of six set out on the Great

Banyan boat

Right: Let's all go to the banyan! A landing craft ferries members of the ship's company to and from the idyllic beach party.

Smoky Expedition, a ten-day trek by Land Rover from Mayport to Charleston, where they re-joined the ship.

Their journey took them through Atlanta, Tennessee, North and South Carolina and Georgia and included shooting white water rapids, visiting an Indian reservation and boarding the Chattanooga-choo-choo.

Trials

Immediately after leaving Mayport the ship sailed to the AUTECH ranges off Andros Island in the Bahamas for weapons trials. In an extremely busy week, the operations department was fully closed up for most of the time.

Charleston's welcoming committee for the Ark Royal consisted of three pretty girls, one of whom was dressed up as a duck! Known as Charleston Chuck, the duck was making a first appearance, but all future visiting British ships can expect a similar welcome.

This was the ship's last visit of the deployment but she was the first aircraft carrier to visit Charleston since the height restriction of a local bridge was changed.

It was a tight squeeze, but



navigating officer Lieut.-Cdr. Chapman-Andrews did his sums right and sailed the ship confidently at the bridge with only 4ft. to spare.

Taking part in the activities throughout the deployment were three troopers from the

17/21 Lancers Regiment, based in Munster, Germany. The men worked and lived like ratings, apart from certain ceremonial duties, and really got the taste of life at sea.

Just days before the Ark returned to Portsmouth, Rear-Admiral Guy Liardet, Flag Officer Second Flotilla, paid her a flying visit. His mission was both to see the ship at work and to discuss the ensuing exercise against strong units of the French Navy.

Exercise

Rear-Admiral Liardet spent a busy day on "walkabout", but was allowed to relax a little when invited to the WO's and CPO's mess for a drink or two. He also made time to watch a film made by the ship's CCTV team tracing the success of the Ark Royal's volunteer band.

The next day Exercise Passex went ahead successfully. The Ark Royal, her Sea Harriers, helicopters and escorts, all veterans of Caribtrain, were ranged against destroyers, frigates and a submarine of the French Navy.

The French, backed up by land-based Exocet-armed Super Etendard fighters, posed a considerable, though not insurmountable, threat. RAF Buccaneers were also on call, to help the UK forces.

• Another picture, back page



Above: HMS Ark Royal steams into Mayport Naval Base, Florida, and is greeted by USS Saratoga on the left, and USS Forrestal on the right.

AURORA'S POIGNANT RETURN

THE return to Devonport was particularly poignant for HMS Aurora as it was the end of her last deployment before she was due to pay off at the end of April.

Her last few weeks away had been eventful. A visit to Fort Lauderdale followed ASW exercises in the Caribbean, and the American break had given the ship's company a welcome rest. Many sailors took the opportunity to take their families to Florida and numerous visits were paid to Disneyworld and the Epcot Centre.

An intense period of exercises followed at the AUTECH ranges, and despite her age the Aurora proved herself well able to keep up with her younger sisters, by firing two successful Ikara missiles.

When the Caribtrain ships split up for their last visits, the Aurora and HMS Arethusa headed for Freeport, Grand Bahamas. Five days of sports and entertaining followed before the ships rejoined the Task Group to set sail for home.

Choo-choo!

The Great Smoky exp. stops off to visit the Chattanooga-choo-choo. From left are AB Nick Borbone, AB Joe Calcutt, AB Sean Brown, CPO Nick Noble, LCK Buck Ryan, and standing behind, AB Smudge Smith.



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THE MIGHTY ARGUS!

Entry for Navy's new 'carrier'

CONTENDER Bezant finally shrugged off all memories of her former identity when she was re-named RFA Argus by Mrs Pamela Blleloch, wife of the Second Permanent Under-Secretary of State for Defence.

The former roll-on/roll-off vessel is now virtually unrecognisable in her new task as the Royal Navy's aviation training ship, with an aircraft-carrier size of 28,000 tons.

RFA Argus is nearing the end of her conversion which has taken place at Harland and Wolff's Belfast shipyard. She was one of the ships taken up from trade in 1982 for service in the South Atlantic, and is the MOD's first experience of whole-ship procurement.

This means that the contractor has taken full responsibility for the design, construction, equipment procurement, setting to work and trials.

The most visible structural change is the addition of accommodation for her complement of 79 RFA crewmen and up to 180 others from the Royal Navy who will embark for training.

Her flight deck encloses the vehicle deck, now converted for use as a hangar serviced by two lifts. The side door has been retained for

direct access from shore.

Her fuel-cargo capacity will allow her to refuel other ships under way. Power is provided by two Pielstick engines.

As a replacement for RFA Engadine, which is now too small for the new generation of aircraft, RFA Argus will provide helicopter training facilities for Sea King, Lynx and EH-101. She will operate six Sea Kings (and later, EH-101s) from her five flight deck spots in her peacetime role as the aviation training ship.

In war she would be used as an anti-submarine helicopter platform.

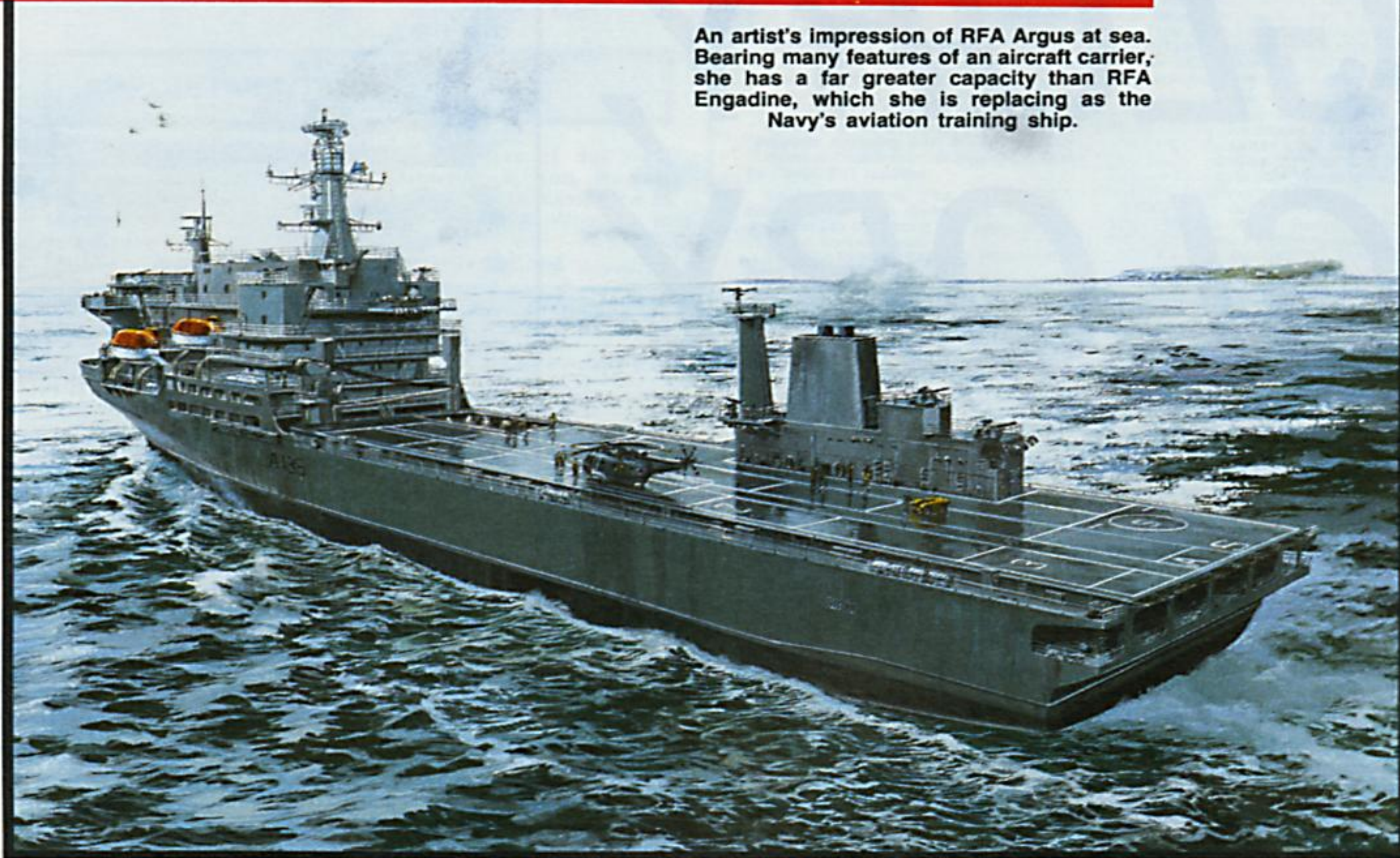
Before she joins the Fleet early next year, the ship is expected to store in Portsmouth and undergo extensive trials.

**ENGADINE'S
40,000th**

ON A COLD day in March, a Lynx helicopter of 702 Naval Air Squadron, flown by Lieut. Richey Richardson, claimed the honour of notching up the 40,000th flight-deck landing on board RFA Engadine.

The Engadine has given almost 20 years' sterling service since she commissioned at the

An artist's impression of RFA Argus at sea. Bearing many features of an aircraft carrier, she has a far greater capacity than RFA Engadine, which she is replacing as the Navy's aviation training ship.



end of 1967, and will shortly be retired. RFA Argus is to take her place some time next year when she has completed trials and work up.

Spanish break

The Squadron was spending a two-week operational flying training period on board the Engadine as she made her way

towards Vigo, Spain, for a week-end break.

She has a permanent Royal Navy party of 28 on board, providing AED and stores back-up for embarked squadrons. She also provides an operational training platform for Sea King Mk. 5s of 810 Squadron, and flight deck refresher courses for Sea King Mk. 4s of 707 Squadron.

The Sultan of Oman's Navy

The Sultan of Oman's Navy has vacancies in several specialisations for Lieutenant Commanders, Lieutenants, Warrant Officers and Chief Petty Officers who have the adaptability, drive and experience to take an active part in the running and development of a compact and technically advanced Missile Boat Navy.

Oman is a peaceful, modern and prosperous country where the expatriate is well rewarded not only in tax free financial terms but also, and perhaps more importantly, with quality of life which includes a wide variety of sporting, recreational and social

activities normally found only in the more exotic holiday places.

Single men are preferred, but married men will be considered if they can demonstrate positively that they and their families can accept separations of up to 14 weeks at a time without problems.

For more information about opportunities with the Sultan of Oman's Navy, contact Patricia Nicol on 01-408 1010 or 01-629 2356 or write to ARA International, Edman House, 17/19 Maddox Street, London W1R 0EY.



INTERNATIONAL ARMADA IS HOT STUFF IN THE FROZEN NORTH

WINTER FORCE LANDS A COOL 3,000

MORE THAN 20 major ships, supported by submarines, smaller vessels and aircraft of four nations, landed over 3,000 troops north of the Arctic Circle as part of the amphibious Exercise Cold Winter.

Royal Navy elements included the assault ship HMS Intrepid, the Type 42 destroyers HM ships York and Edinburgh, and the frigates HM ships Brazen, Diomedé and Achilles.

They were joined by the Norwegian frigates Oslo, Bergen, Stavanger and Sleipner, and supported by RFAs Fort Grange and Grey Rover.

Most of the joint British-Netherlands landing force was embarked in the landing ships RFAs Sir Percivale, Sir Tristram and Sir Caradoc, as well as six chartered merchant vessels.

Under the command of Brig. Robin Ross, the troops comprised 3 Commando Brigade Royal Marines, and the First Amphibious Combat Group of the

Royal Netherlands Marine Corps.

Submarines and mine-countermeasures vessels from Britain and Norway took part, as did four Norwegian fast patrol boat squadrons and a Norwegian Coastguard vessel. Aircraft were drawn from Britain, Norway, the Netherlands and the US Air Force and Marine Corps.

Spectacular

The March exercise, designed to test and develop NATO's ability to reinforce its northern flank, took place against the spectacular backdrop of Arctic scenery, and was a valuable environmental test for all participants.

Troops were embarked in southern Norway and, following amphibious drills in the Trondelag area, the main landings took place in the Gullsfjorden and Kanstadfjorden areas north of the Arctic Circle.

With Commodore Jeremy Larken flying his broad pennant in the Intrepid, the landings were witnessed by the Under-Secretary of State for Defence Procurement, Mr. Archie Hamilton; the Flag Officer Third Flotilla, Vice-Admiral Sir Julian Oswald; and Maj.-Gen. Nick Vaux RM.

A Royal Navy Sea King helicopter banks over a snow-covered clearing amid the tree-lined slopes of northern Norway. Air, sea and land forces gained experience in operating in temperatures which dropped as low as minus 35 degrees C.



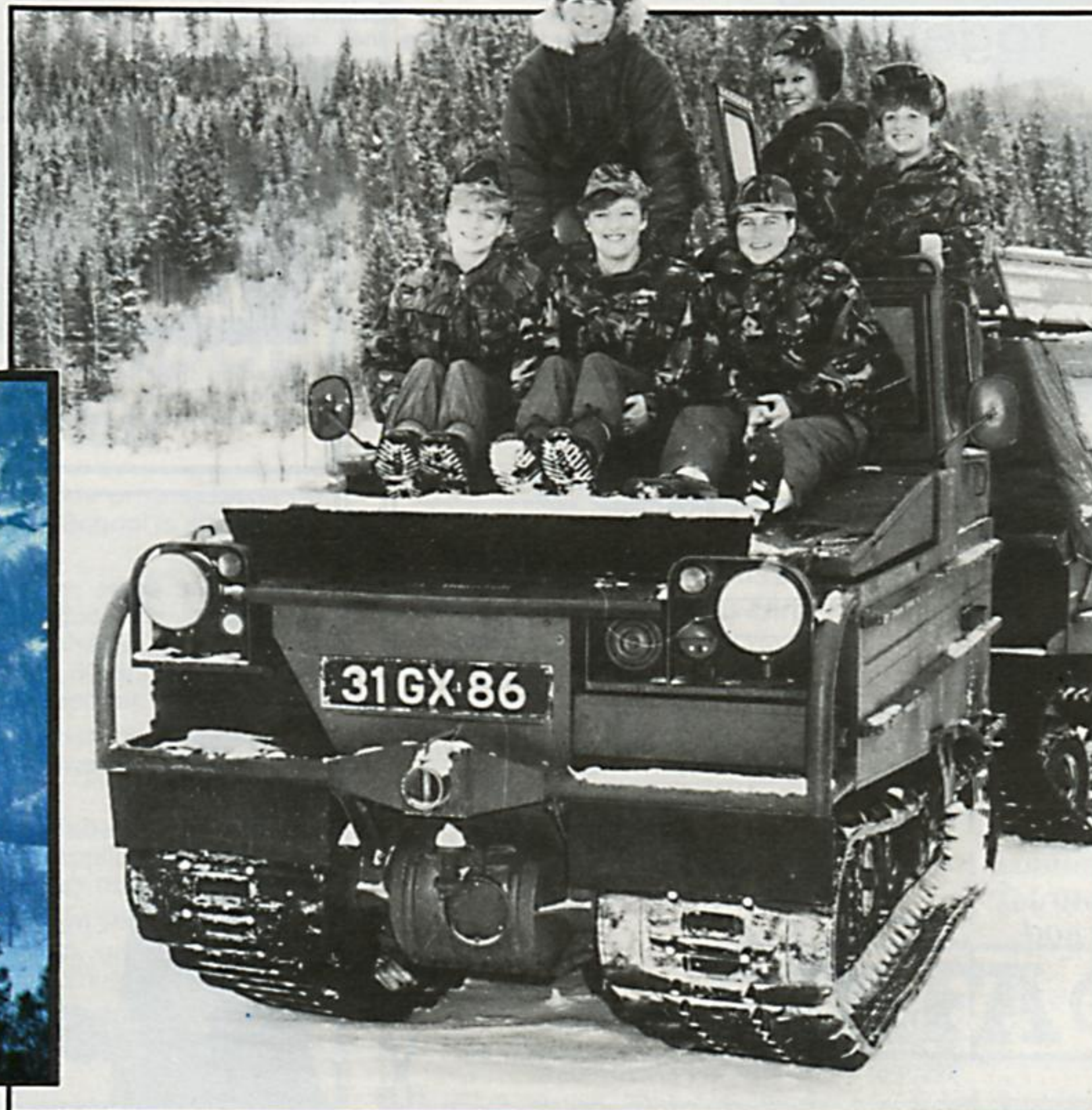
Brazen's Arctic milestone

HMS Brazen's Lynx helicopter captured this moment on film when the Type 22 frigate (above) clocked up her 200,000th mile.

The Brazen, which commissioned in 1982, reached the milestone off Harstad, Norway, during Exercise Cold Winter.

Flagship of the naval force, HMS Intrepid, also logged a notable tally off Norway, when she underwent her 4,000th deck landing since her 1985 refit. She is pictured (right) in a Norwegian fjord.

The aircraft was a Gazelle helicopter of 3 Cdo. Bde., piloted by Sgt. A. Shanks of the Army Air Corps. His observer was Cpl. Ken Dale RM and the passenger Capt. Byrne of REME.



Wrens on the Bandwagon

THESE members of the WRNS were among 17 volunteers from the Service and the WRAC who worked with 3 Cdo. Bde.

They are pictured on board a Volvo oversnow vehicle — popularly known as a Bandwagon — at their base a few miles north of Lillehammer during Cold Winter 87.

From left they are: front row — LWren Karen McCullough, HMS Centurion; Wren Gill Cardall, 3 Cdo. Bde. HQ, RM Stonehouse; and Third Officer Maggie Pugh, HMS Raleigh; back row — Wren Clare Grant, HMS Centurion; WRO(WRNR) Rae Johnson, HMS Calliope; and Wren Jo Mitchell, HMS Gannet.

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Pictures: LA(Phot) Fez Parker

PEOPLE in the NEWS

JUST COINCIDENCE, RELATIVELY SPEAKING!



Brothers united

LIEUT. Colin Bryce (above) met his baby niece for the first time when his ship, HMS Fife, called at Gibraltar.

Colin's brother, Surgeon Lieut. Richard Bryce (below), was appointed to HMS Rooke ten months before, at about the same time as his daughter Lindsay was born.

Richard is due to return to the UK with wife Leslie in July, to be promoted surgeon lieutenant-commander.



Mini-fleet for Raleigh

HMS Raleigh has acquired a fleet of more than 300 vessels — thanks to the generosity and meticulous work of former postie Anthony Blatchford. He made all the ships, to a scale of 1:600, over 24 years.

The models were accepted into the Navy by Raleigh's commanding officer, Capt. Bob Hill, in the presence of Commodore Sam Salt, guest of honour at the weekly passing-out parade.



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Class of their own

THIS flying visit to Mullion Primary School, Cornwall, was something of a family occasion for Fleet Air Arm pilots, Lieut.-Cdr. Philip Shaw and Mike Wells.

They made their call in a Gazelle helicopter of 705 Naval Air Squadron to help a research project into "Flight" conducted by a class which includes Philip's son, Paul.

And the teacher? — She's Philip's wife, Phyl, while Mike's daughter Sophie is also a pupil at the school.

The flight was made from RN air station Culdrose where Lieut.-Cdr. Wells is senior pilot in 849 Naval Air Squadron, while Lieut.-Cdr. Shaw was one of the Duke of York's flying instructors.

Picture: RN air station Culdrose



Advancing together

Equality is being maintained in the Lake household, with the advancement to PO — on the same day — of Leslie Lake and wife Pauline. Leslie is a PO(M) and on a petty officer career course at the School of Maritime Operations, HMS Dryad. Pauline, who is expecting their first child in August, is a POWren(WA) on the staff of Captain Weapons Trials, HMS Nelson, Portsmouth.

Picture: Fleet Photographic Unit



Chief Dad!

Parading their family ties at HMS Raleigh are CPO(Ops)(Mech) Richard Barton and son Simon, a junior assistant steward. Richard, a member of the parade staff at the new entry establishment at Torpoint, is about to complete his 22 years in the Navy, while Simon was just setting out on his naval career.

Picture: HMS Drake



ROSYTH REUNION

BROTHERS Paul and Mike Curtis bid farewell on board HMS York after serving briefly together at Rosyth Naval Base.

Lieut. Mike Curtis, weapon engineering officer of HM submarine Oracle, arrived at Rosyth to prepare the boat for refit, while Lieut. Paul Curtis, action data officer of the Type 42 destroyer HMS York had just completed three and a half years with the Rosyth-based ship.

Mike, who joined the Navy 22 years ago as an apprentice artificer, was about to leave the Service. Paul was moving on to HMS Collingwood.

Picture: FOSNI Photographic Section

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Timely buzz scoops £200

STANDING around with a stopwatch seemed like a waste of time to WEM Richard Belcher — and the Royal Navy was inclined to agree with him.

He invented a way to save classroom instructors the bother of timing students' typing exercises — and has now been awarded £200 from naval funds for his efforts.

Richard, currently serving in HMS Aurora, was attending a typing course for radio operators when he had the idea for a time interval buzzer to regulate

the examinations.

He went home to his parents in Saltash, Cornwall, and set to work — and when he returned from leave he had a prototype complete.

The device is based on an oscillator giving out a pulse every minute with a divide-by-ten counter. Richard tapped off the times and fed the output into a monostable which gives out a set period when the

buzzer sounds for various stages of the typing test.

His father, a Chief Marine Engineering Artificer in the nuclear submarine HMS Tireless, introduced him to electronics when he was aged eight and he has been tinkering about with household appliances ever since, recently devising ultra-sonic "hidden eye" intruder alarms.



WEM Richard Belcher at work in HMS Aurora.



Dogie declares at half century

AFTER 50 years' uniformed service in the Royal Navy, Lieut.-Cdr. Dougie Pearce (pictured above) has retired from his last appointment in HMS Cambridge.

He joined the Navy as a boy seaman in 1937 and during the Second World War survived three sinkings. He was awarded the Distinguished Service Medal when, as captain of the forward turret of the destroyer HMS Jervis, he was involved in an action against an Italian convoy in 1943.

After the war, Lieut.-Cdr. Pearce qualified as a diver and while serving in HMS Haydon was awarded the Royal Humane Society Bronze Medal and Commander-in-Chief's Commendation for saving the life of a fellow diver during mine-clearing operations off Haifa.

Instructor

Dogie has been associated with the RN Gunnery School at HMS Cambridge since its inception in 1956 and for the past 20 years has been permanently on the staff.

Since 1972 he has been on extended service while instructing Part III Gunnery and Missile junior rates.

On his retirement he was presented with tools, a model cannon and life membership of HMS Cambridge Golf Club by the commanding officer, Cdr. C. S. C. Morgan.



Well spotted, sir!

AFTER spots of bother on board HMS Intrepid, NA Graeme Best found himself facing an admiral...

However, Surgeon Rear-Admiral T. R. W. Hampton's attentions were purely medical, as Graeme had come down with a dose of chicken pox.

The young sailor was on loan from RN air station Culdrose for the duration of Exercise Cold Winter, while

Admiral Hampton had taken over as Surgeon Rear-Admiral (Operational Medical Services) and was on board the assault ship to familiarise himself with the problems of amphibious warfare in northern Norway.

While in the Intrepid he also took the opportunity to take a look at Graeme's spots — hence this encounter in the ship's sick bay.

Picture: LA(Phot) Fez Parker

Weather change

THE Navy's "weather" is moving north... to HMS Gannet at Prestwick Airport.

These members of the Meteorological Office at HMS Daedalus packed up their cold and warm fronts when their base at Lee-on-Solent was closed down after 40 years of forecasting there.

Now they are carrying on their task at Gannet.

They are (from left): Lieut.-Cdr. Derek Thomas, Lieut. Paul Norman, LWren Judy Jarvis, LA David Wearn, Lieut. Stephen Hipsey and LA Christopher Slater.

Picture: HMS Daedalus



Florida holiday — on request

A RECORD request by LS Peter O'Neill brought him a large and unexpected bonus — a free holiday in Florida for him and his family.

While on duty on New Year's Eve at HMS Rooke, Gibraltar, Peter rang the studios of the British Forces Broadcasting Service on The Rock to pledge a donation for their Radio for the Blind Appeal — and to have a record played for his family and friends.

When he got home to rejoin his wife, Gina, and their children Robert (8) and Katie (4), he was told that his name had been drawn by the BFBS as the winner of their major prize. It was the luxury, two-week holiday donated by Gibraltar time-share company Jardines del Puerto Banus.

Golden boot

WHEN HMS Daedalus gave shoe repairer Jack Bower the boot it was more as a term of endearment than disrespect.

For 74-year-old Jack, who lives in Lee-on-Solent, had

completed 40 years loyal service to the establishment, repairing shoes for the naval personnel there since his shop opened in 1947.

Far from retiring, Jack intends to continue working, alongside his son Philip.

To mark the anniversary Capt. Max Kohler presented Jack with a "golden boot" and wished him well for the future.

Paintings

TWO oil paintings of HMS Dulverton have been presented to the Wardroom Mess of HMS Cochrane by Lieut. Bob Harley.

Bob, who organises the education of ships' companies based at Rosyth, completed a set of paintings showing HMS Dulverton, HMS Blackwater and RMAS Cromarty undertaking manoeuvres at the Middle Jetty of Rosyth Dockyard last November.



Bold as brass...

First Sea Lord, Admiral Sir William Staveley met the most rapidly-promoted of his fellow flag officers when he visited Royal Marines Poole. The "admiral" was in fact Mne Jock Abrahams who had taken part in one of the demonstrations laid on for the First Sea Lord during his tour of the establishment.

Picture: RM Poole Photographic Section

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TROPHY FOR 829

THE ROLLS-ROYCE Fleet Air Arm Efficiency Trophy for 1986 has been awarded to 829 Naval Air Squadron at RN Air Station Portland.

Over the last year 829 Squadron has demonstrated conspicuous engineering efficiency and effectiveness in providing the highest standards of training and parenting support for embarked Wasp flights.

In addition, the squadron has achieved a smooth introduction of the Lynx as a replacement for the Wasp.

Despite heavy engineering demands and major changes to the squadron's organization, which included the preparation of Wasp aircraft for overseas sales, the first eight Lynx flights were successfully parented by September 1, 1986.

This was a remarkable achievement and the Rolls-Royce Trophy is awarded to 829 NAS in recognition of their efficiency, motivation and engineering professionalism throughout 1986.

Announcement dated March 1, 1987

SD transfers

A REVIEW of regulations has resulted in a number of changes which will affect applicants for transfer from the Special Duties (SD) List to the General List (GL).

The changes reflect the decision to move to an annual system for all transfer reports and boards and to revise the rules for overzone applications.

These changes will not affect the total number of transfers awarded each year.

To be recommended for transfer, the applicant should compare favourably with the GL officer in the performance of his duties, and should exhibit the potential to do well in any of the wider range of GL appointments up to and including the rank of commander.

For engineer officers this will include all but the most highly specialised design posts.

DCI (RN) 72



"We're trying to save on postage!"

Be 'class-conscious' on mail

INCREASING postal service costs have resulted in a directive to commanding officers to review their procedure in order to achieve the maximum possible economies.

Official mail is to be confined to matters of a strictly official nature, and is not to be used for such things as Services or staff association social functions, greetings cards, any Service matters paid for by non-public funds, and

correspondence of private or personal nature. Second class mail is to be used except where there are clear and over-riding reasons which justify additional expense.

"It is vital that staff are fully briefed on all aspects of the limitations on the use of first class mail," says the announcement.

DCI (Gen) 23

GET WISE ON DCIs

Keep those pets in check!

COMMANDING officers are to bring to the attention of all personnel the instructions governing the proper maintenance and control of pets on Service establishments.

Seamanship

THE CITY and Guilds of London Institute has agreed that the award of a Part One Skills Test Certificate is appropriate for all LS(Seaman) who have successfully completed the Seamanship Career Course.

All serving ratings who have successfully completed the LS(Seaman) course since its inception in January 1984 are eligible to apply for the retrospective award of the certificate.

DCI (RN) 76

In addition, all present owners, or those considering the purchase of a pet, should be aware of the facilities and services offered by the Royal Society for the Prevention of Cruelty to Animals (RSPCA).

Service personnel and their dependants, says the announcement, are urged to make use of the society's services whenever possible.

DCI (Gen) 26

Prizewinners

THE GEDGE Medal and cash prize for 1986 has been awarded to Second Officer J. D. Newell, WRNS, "as the outstanding officer undergoing training on the Junior Supply Officers' Course."

For the same course, the Admiral Lyddon Memorial Prize shield goes to the General List or WRNS officer "showing outstanding potential, both as a naval officer and as a supply specialist". The winner is Lieut. J. St J. Wilkes, RN.

The Digital Sword for the SD Supply and Secretariat officer achieving the best all-round performance at Dartmouth and at the Greenwich course has been awarded to Sub-Lieut. J. L. Large, RN.

Announcement dated March 1987

Diving changes

THE DIVER Branch operational structure has now been rationalized, and there is a change of role for the Superintendent of Diving.

In the past, diving teams have consisted of anything between six and 23 men. The new organization is centred on a standardized structure comprising Elements, Units, and Groups.

DCI (RN) 94

QARNNS badge

NEW hat/cap badges are being introduced for wear by senior ratings of Queen Alexandra's Royal Naval Nursing Service. They replace the current badge worn by all ratings, and which will now be worn only by junior ratings.

The new badges, which are similar in design to those currently worn by RN senior ratings, will retain the central device of the existing badge and employ red embroidery for the surrounding circles and laurel wreaths.

DCI (RN) 73



"I've got a bone to pick with your dog!"

Prices revised

REVISED prices are announced for items in the officers' clothing range, the highest increases being for working dress blouse, bush jackets and WRNS mess dress blouse (Mandarin and Peter Pan collar).

These are due to increased cost of materials combined with the effect of obtaining only the small quantities required.

Revised prices for made-to-measure items are not yet available pending receipt of new contracts. These prices will be promulgated separately, as will

the revised rates of officers' Uniform Upkeep Allowances.

With regard to ratings, the freeze in the rates of Kit Upkeep Allowances (KUA) will continue pending the outcome of a formal study of the KUA system and methods of calculating allowances.

DCI (RN) 82

Fire pumps

EXTRA diesel-driven emergency pumps are being introduced to enhance ships' fire-fighting capabilities.

DCI (RN) 89

State of the AAT...

WRITERS and cooks with catering experience in the Royal Navy will be among Service personnel eligible for membership of the Association of Accounting Technicians (AAT).

The aim of the association is to provide a recognized qualification for those employed in financial and management accounting which is valid in its own right and whose value is enhanced by the fact that it is sponsored by the four chartered accountancy bodies.

The qualification is well recognized at technician level and may, in certain circumstances, provide its members with exemptions from the more stringent educational requirements for entry to the sponsoring bodies.

The qualification will be of value to those leaving the Services.

Membership of the association may, at the discretion of the Council, be granted to those who are or who have been employed in appropriate work who might have expected to become members had the opportunity been available to them earlier.

Full details may be obtained



"He writes out menu cards and says, is he eligible?"

from the Secretary, Association of Accounting Technicians, 21 Jockeys Field, London WC1R 4BN.

Announcement dated March 13, 1987

Film Centre

FOLLOWING the closure of the Command Instructional Film Libraries (CIFLs) in HMS Drake and HMS Nelson, the Royal Naval Film Corporation at HM Naval Base, Portsmouth, will act as the distribution point for instructional films for the south of England. The new

TWO YEAR YTS

IN COMMON with employers throughout Great Britain, the Royal Navy (as well as the Army and the Royal Air Force) is taking part in the Youth Training Scheme.

The Armed Services YTS is similar, though not identical, to the civilian scheme run by the Manpower Services Commission.

Applications are considered from young people who must not only meet the conditions laid down by the MSC for the civilian scheme, but are also subject to the same entry standards as regular service personnel.

The Armed Services have followed the MSC in extending the YTS from one year to two.

The official announcement explains the administrative arrangements, including the possibilities for transfer to the regular services.

YTS personnel are not entitled to the duty-free issue of cigarettes.

DCI (RN) 70

Home advances

PERSONNEL interested in home ownership are reminded that the Long Service Advance of Pay Scheme may be used to assist in the purchase, at discount prices, of surplus married quarters.

The Ministry of Defence scheme is broadly based on that practised by local authorities, where vacant council houses are sold to first-time buyers at prices discounted by 30 per cent.

DCI (JS) 34

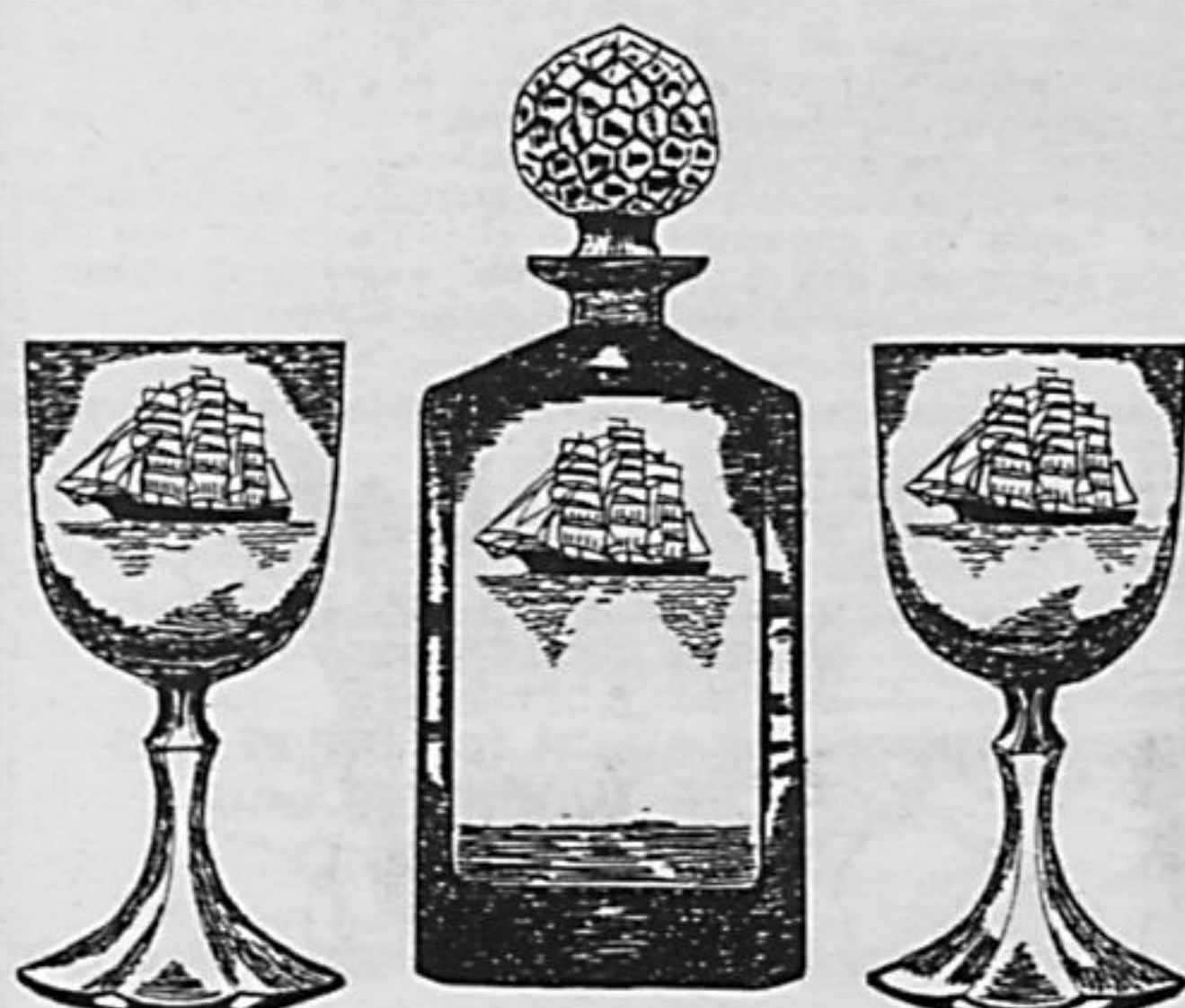
Licence rules

SERVICE men who wish to apply for Aircraft Maintenance Engineer's licences issued by the Civil Aviation Authority should be aware that new regulations came into operation on April 1, 1986.

The changes are reflected in an announcement giving guidance.

Engineering tradesmen who may wish to remain in aircraft maintenance engineering when they resettle in civilian life should consider the possibility of obtaining a licence while they are able to show recent experience in working on aircraft at first, second, or third line.

DCI (RN) 92



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service starts on June 1, 1987. The CIFL in HMS Cochrane will continue to function as normal, serving the northern area.

Announcement dated March 1987

Lagging

THE ME30 Lagging Course run at HMS Sultan has been revised, and an additional qualification (ADLAG) introduced.

ADLAG qualified ratings are eligible for the award of a City and Guilds Institute of London Skills Certificate.

An announcement explains the procedures for the award of the additional qualification and certificate.

DCI (RN) 95

Wimbledon

BALLOT arrangements are detailed for the Wimbledon lawn tennis championships tickets allocated to the Royal Navy Lawn Tennis Association. The championships are being held from Monday June 22 to Sunday July 25.

Announcement dated March 22, 1987

Picture: LA(Phot) Vince Richards

Scylla's hunters win top trophy

HMS SCYLLA has been presented with the Kelvin Hughes Vectac Trophy for the second year in succession.

The trophy is awarded annually to the ship whose Operations team achieves the most accurate vectored helicopter attacks against submarines.

Aberdeen

The Scylla team included the principal warfare officer (underwater), Lieut. Keith Bayliss, LS(R) Christopher Daniels, LS(S) Michael Devitt, AB(S) Andrew Passmore and LWEM Graham Bradfield.

Commanding officer, Cdr. Bob Money, received the award from the Flag Officer First Flotilla, Rear-Admiral John Kerr.

Programme for the Scylla includes a visit to her affiliated city of Aberdeen in May.

Running reunion

PAST members of staff and ship's company of HMS Royal Arthur are invited to attend the 40th anniversary celebrations of the RN Leadership School on August 1.

Families are also invited to the events, which take the form of a half marathon followed by a barbecue and disco. Details from CPOPT Cullen, The Gymnasium, HMS Royal Arthur, Corsham, Wilts. SN13 9RE. Send a stamped addressed envelope and state whether you wish to take part in the run.



The Duke of Kent on the bridge of HMS Roebuck with Capt. Hope and Lieut. Jeffery Faulkner.

All clear for Duke of Kent

THICK fog put a stop to the Duke of Kent's visit to the Hydrographic Surveying Flotilla at Plymouth last October, but the re-scheduled visit went ahead as planned.

The Duke was welcomed by the Capt. of the Flotilla, Capt. Geoffrey Hope, who accompanied him on a tour of the newest survey ship, HMS Roebuck. The Duke inspected the impressive array of modern technology fitted in the ship, including the most up-to-date data handling system in the world — the Survey Information and Processing System, (SIPS).

SIPS is designed to receive the signals for the majority of the present radio navigation aids and can be expanded to take those of the future.

At the end of his visit the Duke was presented with a

set of framed views of Hong Kong Harbour, originally drawn and published by the Hydrographic Department in 1847 to assist mariners in identifying prominent charted objects.

During his visit to Plymouth, the Duke of Kent called at the Royal Naval Engineering College at Manadon. Accompanied by the college's commanding officer, Capt. Ian Pirnie, he toured the training facilities and met staff and student officers.

The Duke also unveiled a plaque giving the history of the Victoria figurehead which has been restored there.

Portsmouth has spent £130,000 on staging the send-off, which features the departure of 11 square-riggers to represent the first settlers' fleet.

The £5-million trip has taken author and historian Dr. Jonathan King ten years to plan. It is supported by trainee crewmen, paying up to £14,000 for the voyage, which most of the original emigrants underwent free of charge.

The "new" First Fleet will be crewed by sailors in period dress, some acting the part of convicts being transported to penal settlements.

Ceremony

Ports of call include Tenerife, Rio de Janeiro, Cape Town, Mauritius, Fremantle, Botany Bay and Sydney — where the fleet is due to arrive on January 26.

The Queen and Duke of Edinburgh will review the ships at Portsmouth after a ceremony in the city's Guildhall Square, to formally begin Britain's celebrations for the bicentennial.

HMS Sirius, a Portsmouth-built Leander-class frigate, hopes to establish strong links with the organisers of the celebrations, and with the divers who for four years have been excavating the original Sirius, wrecked in 1791 off Norfolk Island, 600 miles east of Australia.

Already the divers have uncovered 600 objects.

Superbly fixed!

SEA Scout Timothy Buckley-Sharp had always wanted to spend a day on a submarine. So he wrote to Jimmy Savile, who fixed it for him to pay a visit to HMS Superb in the Sound of Jura, Strathclyde.

As well as his submersible "Jim'll Fix It" badge, Timothy was presented with a submariner's Dolphin badge and an HMS Superb tracksuit.

Peacocks in flight

Members of the ship's company of HMS Peacock were walking on air during the Hong Kong patrol vessel's return from a visit to Australia. The parascending club on the island of Bali offered the Peacock — and her companion, HMS Starling — use of their facilities while the ships were in Javanese waters.



Phoebe's family feeling

WHEN HMS Phoebe came out of refit at Devonport, her commanding officer, Cdr. John Rodley, made the rededication a family affair by calling on the services of his father-in-law to officiate and his wife to cut the cake.

The Phoebe, in refit for nine months, was the last ship to be finished before Devonport Dockyard was commercialised.

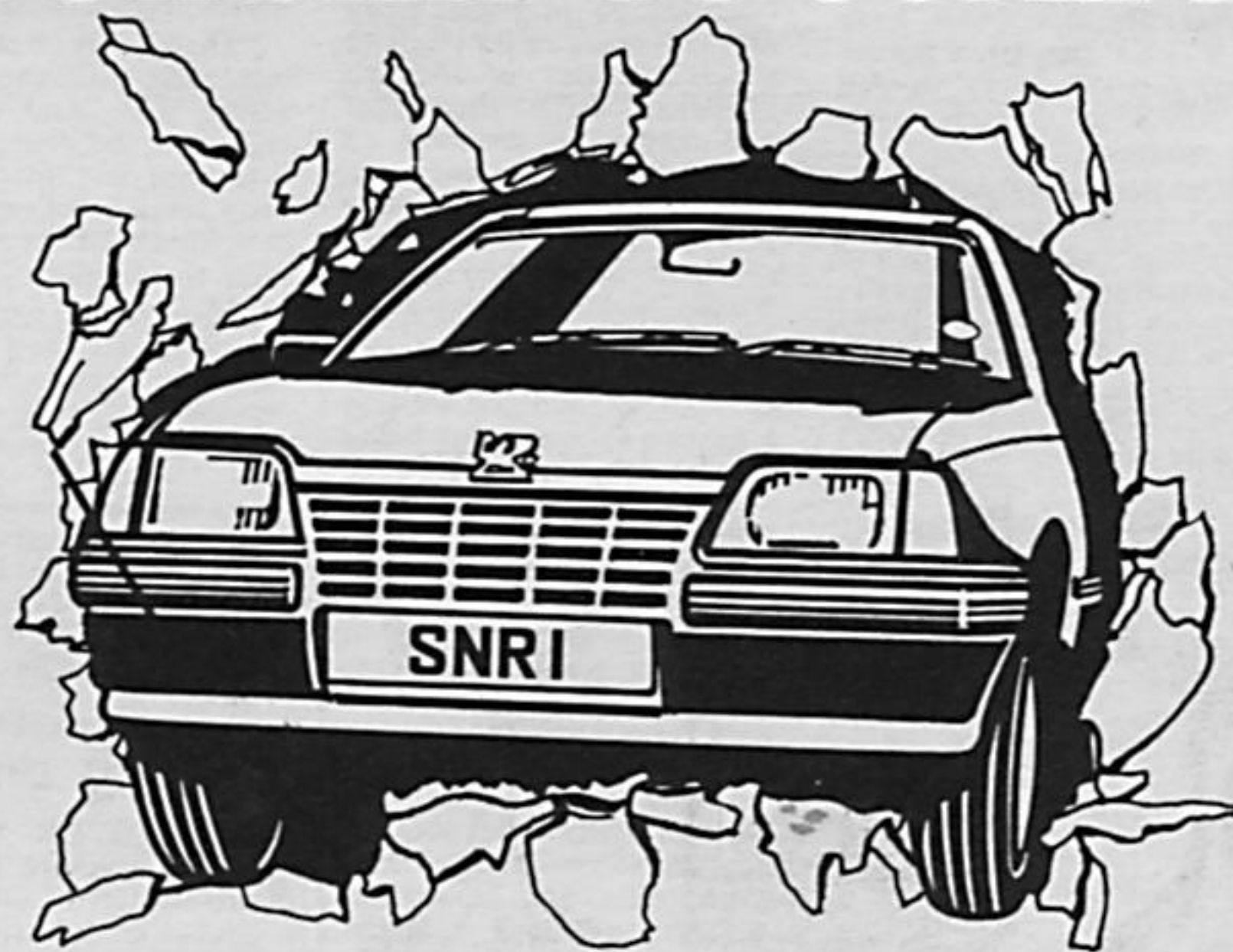
Mrs. Deborah Rodley was invited to cut the cake, with the ship's youngest rating, JS Mark Harris (17), of Plymouth.

And officiating at the ceremony was the Dean of Jersey, the Very Rev. B. A. O'Ferrall, Mrs. Rodley's father and a former Chaplain of the Fleet.

First-day cover

A FIRST-DAY cover has been issued to mark the 45th anniversary of the sinking of the Italian cruiser Giovanni delle Bande Nere by HM submarine Urge on April 17, 1942. Details from RN Philatelic Officer, RNAS Yeovilton, Somerset BA22 8HT.

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NPFS CELEBRATES WITH A CAKE

TEN YEARS IN

Keeping pace with the times

TEN YEARS ago last month the Naval Personal and Family Service organisation was born and into operation came ideas which remain today as the cornerstone of all welfare provision for sailors, Wrens and their families.

Lord Seebom had been commissioned by the government in 1971 to chair the new Naval Welfare Committee which was to review welfare for the Royal Navy and Royal Marines.

His was the first independent committee to examine naval welfare in depth, and it paid great attention to the needs of wives and families as well as the sailors themselves.

Considering the reasons behind the call for a review, Seebom's report concluded, "It can be argued that a liability to serve for quite long periods in one of HM ships, including continuous separation of up to nine months, creates special difficulties of separation and turbulence which are not shared by the Army or the RAF."

While acknowledging the Navy did not have a monopoly on stressful problems it was recognised that a new family service was needed to keep pace with modern problems.

Fortitude

Seebom further concluded that the majority of single and married personnel and their wives and families faced up to the demands of Service life with great fortitude and common sense but that at some time they would experience difficulties on which they would welcome advice or help.

The old three-tier welfare service had been around since 1935 when the senior officers of barracks at the main port areas were tasked with investigating reported cases of marital disharmony and child neglect.

According to Capt. Tony Oglesby, writing in 1981 as the then Chief Staff Officer NPFS, the old Welfare Service became

an organisation mainly concerned with reporting to the naval executive in situations which demanded compassionate action.

And there, it could be said, was the root of its weakness. Families with problems were frightened of seeking official help because of the dreaded Welfare Pack — which they believed would blot the sailor's copybook for ever more.

Professional

It was Seebom who suggested this should go. His other recommendations included the creation of a professional team of social workers, under a Director of Naval Personal and Family Service.

The major regional offices, he said, should be in Portsmouth, Plymouth and Rosyth, headed by senior qualified staff, and located outside the perimeter of the naval establishments.

The service should be confidential and independent of naval administration, except where compassionate action, like getting a sailor home from his ship, was necessary.

Case work records should replace the old Welfare Pack and disclosure would be restricted to staff of the organisation ONLY.

Improvements should be made in single accommodation and the Navy and not the individual should be responsible for providing housing for married personnel and their families when an officer or rating moved on.

Reception facilities at each naval port to offer families assistance on arrival and additional support for "headless" families and those with special needs were also recommended.

Mainstay

Seebom's report was published in 1974. At that time the old Welfare system had five family welfare officers, one family welfare liaison officer, four assistant deputy family welfare officers, nine civilian welfare officers and the mainstay of the service, 40 WRNS welfare officers.

In the 12 months before the review, the Naval Welfare authorities had dealt with nearly 10,000 cases. Problems included confinement, marriage, death of relatives, finance, accommodation, family illness and separation by Service requirements.

Today the problems are much the same. Seebom touched the root of the problem when he concluded, "Their problems are those that stem from modern life accentuated by the special demands of the Navy: mobility, lack of traditional support from the extended family kin, emotional stress arising from separation with the immediate



TRAINING TO COPE WITH PROBLEMS

THERE is never a shortage of applicants wanting to retrain as Family Service ratings. The problem is selecting the dozen or so needed each year to fill the social work course in HMS Drake.

Once chosen it is up to Gill Brown, social work training officer, to initiate the trainees in how to cope with the problems they are likely to face.

The Navy's Initial Social Work training course is held in such regard that both the Royal Marines (who have their own family organisation) and the Army, as well as NPFS, send students on the scheme.

For the first five weeks they are in the classroom learning interviewing and counselling techniques, studying the kind of problems Service families have and, in the case of the NPFS trainees, the workings of the Family Service.

Specialised

The Royal Marines and Army trainees then return to their units for more specialised on-the-job training.

The NPFS students stay at Drake and, supervised by Gill, they embark on a seven-week fieldwork course, guided by qualified social workers.

At the end of the 12 weeks they are drafted to Plymouth, Portsmouth or Rosyth to begin a year-long

probation period, after which they are entitled to be called Family Service Field Workers and take their place alongside the qualified civilian and naval social workers.

They can later study for the professional national qualification in social work at a university or polytechnic which includes on-the-job training with the local authority social services.

Social work trainees can come from all over the Navy, although in fact most of them have been in the Supply and Communication branches.

They must be between the ages of 23 and 32 with at least two O-levels, one being English language.

Gill says because competition to get a place on the course is stiff they choose men and women who have shown keen interest in caring for people and have, preferably, demonstrated their commitment through voluntary work.

"They must be able to cope with all the administration duties involved in social work today and be mature enough to cope with the

conflicts in the job," said Gill.

The most important of these conflicts is in coming to terms with the fact that, while the NPFS exists to help keep the Fleet at sea, a social worker might be faced with a wife who desperately wants her husband home.

"The quality of students is increasing all the time," added Gill. And admitting sailors to the course for the first time last year, to join their female colleagues, has only improved the service on offer to families.

"Men make for a more balanced staff and are particularly useful in marital counselling and running youth clubs," she said.

Making sure everyone gets a slice of the action — NPFS head Capt. Robin Maxwell (centre) cuts the birthday cake made by HMS Dolphin cook, CPO Brian Tanner. From left to right are NPFS Staff Officer, Cdr. Mike Aveston; Mr David Jameson (Area Officer North); Mr Bob Hopson-Hill (Deputy Area Officer East); Mr Colin May (Area Officer West); Capt. Maxwell; Mr John Lightowler (Area Housing Officer East); Mr Peter Crossley (Area Community Officer East); Mr Nick Bennett (Area Community Officer West) and Mr John Donovan (Area Officer East).

Picture: PO(Phot) Ric Burch

Below: The Second Sea Lord, Admiral Sir Richard Fitch, gets an ABC lesson in well baby care from mums at the Eastney Naval Families Centre in Portsmouth. During the first half of last year over 200 mums visited the centre to have their babies weighed and get general advice about contraception and raising their children from health visitors and social workers. The Well Baby Clinic operates on Wednesday afternoons between 1.30 and 3.30.



WHO TO CONTACT

IF YOU have a problem and are an officer or rating or family of someone serving in the RN, QARNNS or WRNS you can contact the NPFS offices in Portsmouth, Devonport, Rosyth or their sub-offices at Portsmouth and Helensburgh.

The list of names, addresses and telephone numbers is as follows:
Portsmouth: HMS Nelson, Queen Street, Portsmouth, Hampshire, PO1 3HH (Tel. 0705-822351).
Devonport: HMS Drake, HM Naval Base, Devonport, Plymouth, PL2 2BG (Tel. 0752-568611).
Rosyth: HMS Cochran, Castle Road, Rosyth, KY11 2BB (Tel. 0383-416747).
Portland: 3, Castletown, Port-

land, Dorset (Tel. 0305-820311).
Helensburgh: 20 Churchill Square, Helensburgh G84 9HL (Tel. weekdays 9am-5pm 0436-2798, other times 0436-4321, ext 299).

The Royal Marines have their own Family Service organisation. All operational personnel should contact HQ Commando Forces RM, Plymouth (Tel. 0752-563777, extension 6448/9 or 0752-567108). Other Royal Marines, including those in HM ships should contact HQ Training Reserve and Special Forces, Portsmouth (Tel. 0705-822351 extension 6170 or 0705-839611).

Royal Marines stationed away from their HQ can use the NPFS network nearest to their home.

THE FAMILY BUSINESS



What a bargain! Thrift shop organiser Mrs Rosemary Banton (left) finds another satisfied customer in naval wife Mrs Lorraine Roche. Also pictured are, from left to right, shop helper Mrs Diane Calderwood and customers Mrs Ann Jefferies, Mrs Jan Pearce and Mrs June Cotton. The shop on the Rowner Estate at Gosport is open on Thursday mornings from 9 to 11.

family, retraining mid-career for another occupation and the necessity to adapt to an open society.

Based on Seebohm the Admiralty Board introduced the new NPFS in April 1977. As recommended, the three regional offices were Plymouth, Portsmouth and Rosyth, with sub-offices at Faslane, Culdrose, Yeovilton, London, Chatham, Gibraltar, Hong Kong and Portland.

The present service employs 28 Family Service ratings and Wrens — who do not deal with the more complex cases — and 31 qualified social workers, 21 of them civilians and ten naval.

Acceptable

Those who retrain for the Family Service are rarely seen in uniform, presenting a much more acceptable front to their "customers."

These "customers" number some 58,000 families in the three areas, who bring with them a variety of problems ranging from general inquiries about when a ship is due home to the more serious issues of divorce and child abuse.

Some of the problems which manifest themselves in one way can actually be concealing a more serious one beneath.

Many of the problems relate to physical illness, marital situation and finance — this trio accounting for about 50 per cent of today's problems. The rest

include child behaviour, children at risk, pregnancy, handicap, death and depression. Many problems are similar to those experienced by contemporaries in Civvy Street.

The NPFS workers operate throughout the naval community and are available to all, regardless of rank or rate.

Now in overall charge is Capt. Robin Maxwell. From his office in the Naval Base at Portsmouth he oversees the whole Service, through area officers and acts as a kind of go-between liaising with the Service men and women and the Navy.

A former Weapons Engineer officer, Capt. Maxwell has been in the job just over a year. He will stay until 1990 when he retires from the Navy — and his successor at NPFS is already being trained.

It's a lengthy process. With the whole emphasis on professionalism, the sailor seeking to be a social worker is sponsored to study for two years to gain the National Certificate of Qualification in Social Work, which includes on-the-job training with the Local Authority Social Service.

Referrals come into the office from ships, health visitors, neighbours, wives and naval personnel themselves.

There is an increasing trend towards more community-orientated preventive work rather than just offering a corrective help-line after the event.



All this painting is just child's play, says three-year-old Jonathan Laud absorbed in his work at the Rosyth Rainbow playgroup. Picture: CPO(Phot) John Sinclair

This is where the Family Service and Community Officers forge their best links — encouraging mums and dads to set up youth clubs, wives' groups, playgroups and neighbourhood watch schemes.

In the community centres a whole range of activities are available from bingo to baby care — whatever the residents want on the agenda.

A big turning-point in attitudes towards the NPFS came during the Falklands War when the service was able to offer immeasurable support.

The process of destroying the outdated image of the Family

Welfare Service has been slow, Capt. Maxwell agrees.

The ghostly old Welfare Pack still raises its ugly head from time to time as a wife admits that her reluctance to seek help was part of some ill-informed attempt to protect her husband's future with the Service.

Won over

But a decade on most seem to be won over. As well as the Family Service there's the Naval Community Service, Sailors and Families' Advice Bureaux, voluntary groups and the naval

housing officers — all under the same umbrella.

When each new family arrives in married quarters, it receives a publication giving a step-by-step guide to NPFS, social service benefits, leave and travel, housing, living abroad, education and resettlement, finance, medical facilities, Naafi and electoral registration — to name but a few subjects.

Seventy-five per cent of the people seen by the NPFS are not sailors but their wives, girl friends, parents or children.

There is an increase in the referral rate of about 15 per cent.

● Turn to page 33



It's child's play!

TINY TOTS down at the Naval Pre-School playgroup at St Budeaux, Plymouth are just jumping for joy.

For they are getting to grips with their newest asset — a mini-bouncer. The Community Organisation took delivery of the custom-made inflatable, designed specifically for the under-eights five months ago and it's proving a winner (above).

The bouncer is available to all 17 RN playgroups in the Plymouth area — which cater for over 600 children each week.

Those interested in helping to run the seven community centres in the Plymouth area may be in luck.

Over the next 12 months two vacancies will occur

and CPOs leaving the Navy are invited to apply. Estate community officers manage and administer their centres, as well as acting as secretary and treasurer to the residents' associations.

The Naval Community Organisation works closely with the NPFS and estate community officers attend courses at university to improve their awareness and skills related to working with service families. More information can be obtained from Nick Bennett, Naval Area Community Officer (West) on Plymouth 772312 ext. 210.

Meanwhile, wives have their say ...

IT BECAME clear from an impromptu survey conducted at a wives' club in the Portsmouth area that there are still mixed feelings about the NPFS. Some women even protested they had never heard of the service and others were critical of the help the NPFS offers to the younger wives.

Some thought that NPFS should sound its own trumpet louder and louder. But it is only fair in this tenth year of the service that the "customers" should have their say as well ...

Pat (40), wife of an ex-CPO: "I've never heard of NPFS. Oh, you mean the old Welfare. It used to be looked down on to go to them but I think it's much more acceptable now."

Daphne (44), wife of a CPO: "I think they're very good, better than the Welfare. When you mentioned Welfare people closed up. But we should have had more help during the Falklands."

"Much more should be done for the young wives. Transport would be a big help. They should provide a minibus to bring people to the wives' club. Some women can't come be-

cause it is too far to walk with young children.

Anne (48) wife of a commander: "We don't know about them. They don't come to the wives' club and talk to us and I think the youngsters are put off, I don't know why. It's worse for officers' wives because for them there seems to be a taboo about asking for help."

Leslie (25) wife of a leading hand: "NPFS is beginning to come into its own but people are so apathetic. I work for the Naval Wives' Information Service on Rowner and we get doors shut in our face. The young wives don't seem to want to know, and

actively refuse offers of help. We send booklets round and people just put them in drawers. I think a lot of them are shy and frightened."

"I think a lot of it is down to advertising. We need a big billboard that says 'Here we are.' We're trying to compile a basic leaflet specially for our area to give new families lists of doctors, wives' clubs etc. My name is on this literature but no one has ever knocked on my door asking for help."

Melloney (27), wife of an LEM(R): "I feel I'm part of a big family, the wives' club, church and sport — all help to draw us together."

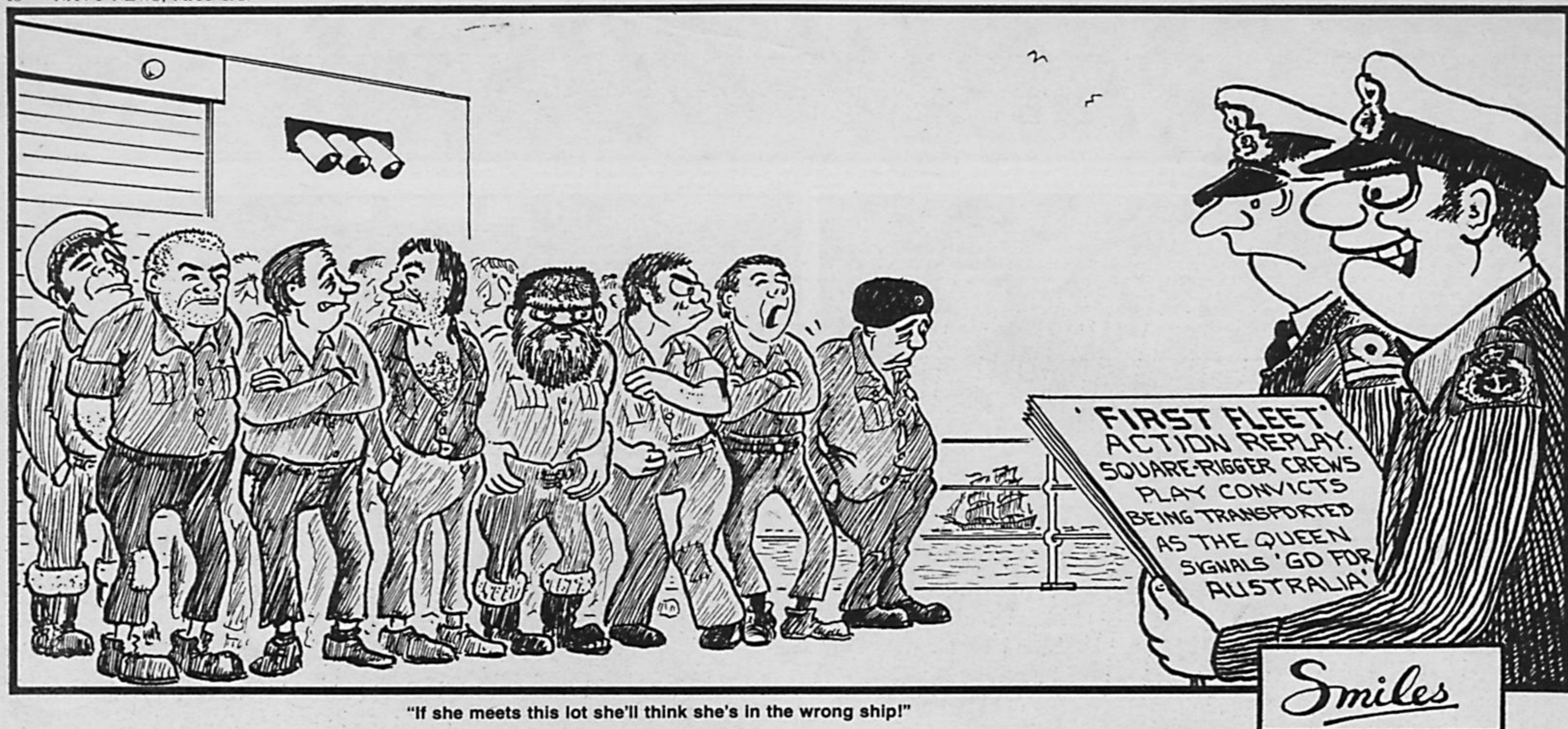
Miss Baker's legacy

AFTER the Seebohm Report had been adopted, it was Miss Pam Baker, a principal social work officer with the DHSS, who was entrusted with the task of revamping the naval families' service.

Former head of the NPFS, Capt. Tony Oglesby, now Deputy Controller of SSAFA, recalls her work with admiration. He had been recruited to act as her deputy and provide a liaison link with the Navy.

Miss Baker, on secondment to the Navy for four years, was responsible for recruiting social workers and moulding receptive attitudes to make for a good working atmosphere. At first there was some opposition from members of the old Welfare Service, but under Miss Baker's guidance many later re-trained for a place in the new set-up.

Miss Baker never lost touch with the Navy but sadly she did not live to see the organisation in which she played a vital part celebrate its tenth birthday this year. She died about two years ago.



"If she meets this lot she'll think she's in the wrong ship!"

NEWSVIEW

Five years on, memories still fresh

EXACTLY five years after the Falklands conflict some of the deep emotions aroused by that traumatic event have been rekindled in television and newspaper features.

Personal memories came through vividly in a TV programme subtitled "The Untold Story". In fact it was the deep feelings which represented the untold story rather than revelations about the war, now well chronicled in dozens of books.

By interview the film brought out the realities of life at the time, whether in the recollection of nurses dealing with terrible injury or through letters home blotted with tears.

Conveyed authentically was the feeling of loneliness which many participants felt when they returned after experiences often impossible to convey to those who had not lived through them. And there was the widow who said movingly, "No-one will ever know what price we paid. Perhaps it was worth it for Britain's sake."

Perspective need

Some may ask why five years should be the signal to revive memories. Many of course, can never forget. Certainly the war and its lessons have been analysed in countless ways, officially and unofficially, in the intervening years.

The real mood of the time, as many will recall it, was not one of spoiling for a fight but of a job to be done and, hopefully, a quick return to normality. But it was right that a task carried out so well was reflected in a pride based on relief and thankfulness rather than on jingoism.

Some participants didn't even see their opponents as the enemy. For instance one Royal Marine told his interviewer, "It took me four years to cry... You obviously can't cry then, you have a job to do and you do it... I'm afraid I just don't see them as enemy."

The war was not, of course, the end of the Navy's commitment in the South Atlantic, and many sailors involved in the conflict have since returned to serve there in calmer times.

Yet despite all the analysis and time for reflection, that strange, dramatic event which affected the lives of so many naval people and families still eludes a final satisfying summation. Facts and memories are assembled, but perhaps more years are necessary to place them in proper perspective.

Confident mood as Yards face future

THE dockyards at Devonport and Rosyth went commercial on April 6, with new management teams taking over in each place.

"It is now time to put plans into action and look to the future," said Defence Secretary Mr. George Younger in a Vesting Day message.

Sending his best wishes for the future, he stated, "The Royal Dockyards are rightly proud of their fine tradition of service to the Navy. Their dedication and loyalty in supporting the Fleet have never been questioned."

"Under commercial management they will continue to be important and valued naval assets, making a unique contribution to the operational efficiency of the Fleet."

"I have taken special powers in the term contracts and through special shareholding in both Devonport Royal Dockyard plc and Rosyth Royal Dockyard plc to ensure that this remains so."

"I have every confidence that, under commercial management, the Royal dockyards will provide both the Navy and their new commercial customers with the standard of service

required, in keeping with their fine traditions."

In his message to the yards, the First Sea Lord (Admiral Sir William Staveley) said, "I am very conscious of the special relationship there has always been between the Royal Navy and the Royal Dockyards."

"The Fleet has always depended upon the unequivocal support of those who have served in the yards, both in peace and war, with skill, devotion and justifiable pride."

"On behalf of the Navy Board I thank you all for impressive achievements and wish you every success for the future."

North American 'swansong' for County Class

THE Royal Navy's only remaining operational County Class destroyer HMS Fife sailed from Portsmouth on April 21 to lead a North American exercise which will provide many RN men with their first sight of the skyscrapers of Chicago, Milwaukee and Cleveland.

Accompanied by HMS Juno, she will also visit Quebec, Montreal, Toronto and St John's, Newfoundland.

On her "swansong" voyage for the RN, the Fife together with the Juno and HM ships Euryalus and Apollo will form the Dartmouth Training Squadron carrying nearly 180 officers-under-training, as well as a number of artificer apprentices.

Old Fifers' Day

The Fife and Juno are believed to be the first RN ships to visit Chicago since HMY Britannia went there with the Queen in 1959, escorted by the frigate HMS Ulster, for the opening of the St Lawrence Seaway.

Following the Fife's return to Portsmouth in June, she is to decommission and go on the disposal list.

Her commanding officer (Capt. Bill Davis) has received many letters from men of previous commissions and, as a result, there is to be an Old Fifers' Day on Saturday July 11, when the ship will be open between 1000 and 1600.

The Fife will be berthed at Fountain Lake Jetty and anyone who has served in her is welcome to make a farewell call. Wives and children are also welcome. Those wishing to visit the ship should write as soon as possible to The First Lieutenant, HMS Fife, BFPO Ships, giving name and size of party.

EH-101 radar on schedule



IN THIS artist's impression, a Blue Kestrel search radar installation features in the maritime version of the EH-101 helicopter.

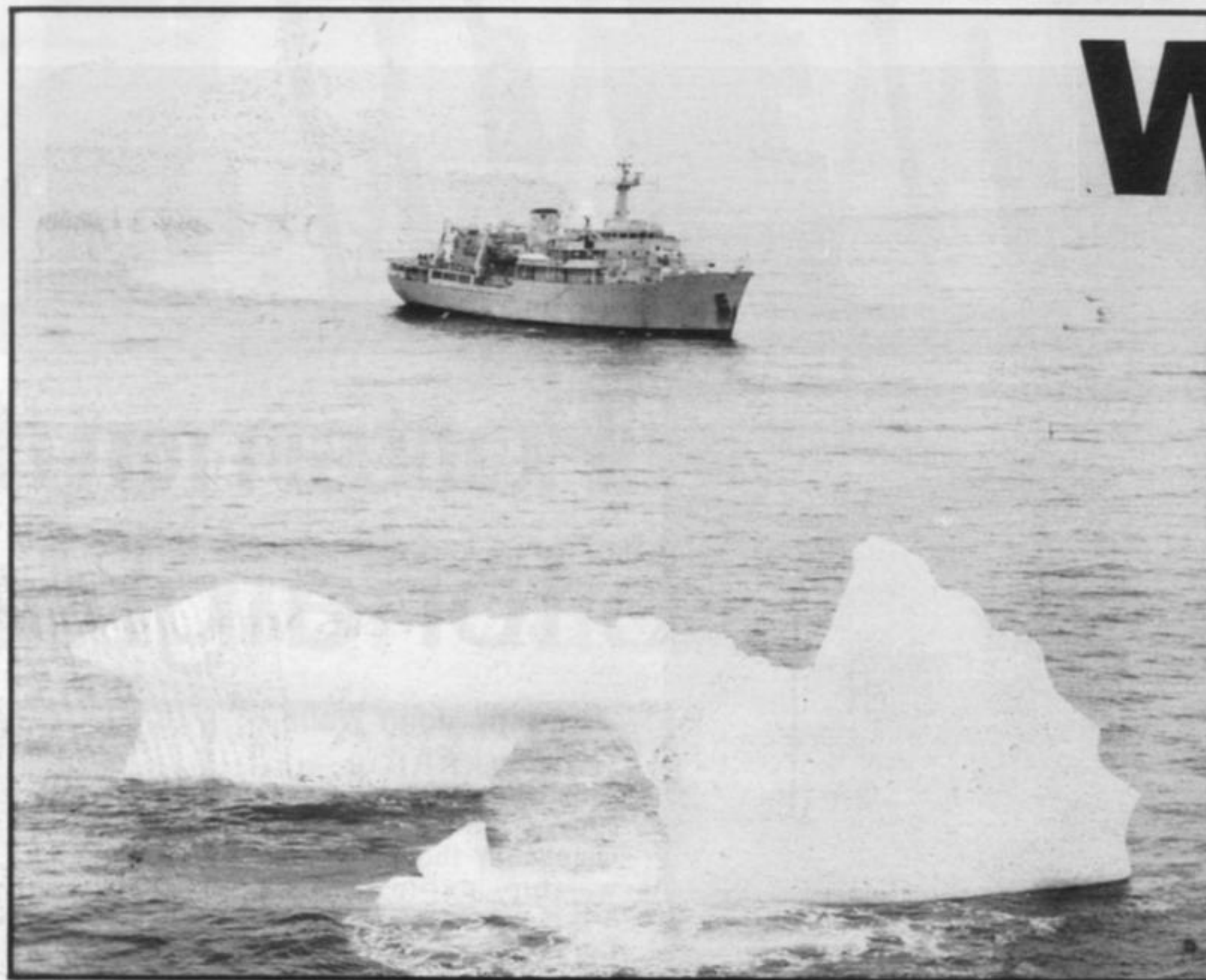
Ferranti says that development of this search radar for the Royal Navy's version of the Anglo-Italian EH-101 is progressing to schedule.

The prototype A model has logged more than 100 hours flying time in a Sea King helicopter operated by the Royal Aircraft Establishment, Bedford. Mean-

while, a second model is being prepared for delivery to Yeovil for installation in another modified Sea King which has been assigned by Westland for flight trials of the search radar.

A 360-degree scan surveillance radar, Blue Kestrel will exploit advanced digital data and signal processing techniques to cover a range of tasks, including search and rescue, anti-submarine and anti-surface vessel operations, and over-the-horizon targeting.

SUN, ICE AND A FEW CHANGES ON THE FALKLANDS BEAT



HMS Herald gives an iceberg a wide berth off the coast of South Georgia.

Warm return for Herald

HMS HERALD is home after a six-month deployment to the South Atlantic, South Pacific and Caribbean. The ocean-going hydrographic survey vessel has been improving charts of the Falkland Islands and South Georgia, though she has also acted as ice patrol ship while HMS Endurance is in refit.

HMS Herald is packed with sophisticated surveying equipment and radio navigation aids, but she isn't very fast. Her maximum speed is less than 15 knots, so much of her six months were spent on passage.

However, her time was not wasted, for as well as carrying out geophysical and bathymetric work while under way, she undertook a whole range of hydrographic studies in places infrequently visited by ships of the Royal Navy.

Among these was the island of St Helena, and the Tristan da Cunha group which lies 2,700

miles to the west of Cape of Good Hope.

On the return journey via Cape Horn and the Panama Canal, she explored the poorly charted waters of the west coast of South America, and visited several ports.

Plaque

Survey Flotilla chaplain, the Rev. Simon Golding, led the ship's company in a memorial service while the ship was in the Falklands. On a cold and windy day on Campito Hill near San Carlos Water, a plaque was erected in honour of those who

were killed or wounded in the Falklands campaign.

Visitors to the ship during the deployment included Capt. Geoffrey Hope, Captain Hydrographic Surveying Flotilla, and a pre-refit inspection team from Devonport Dockyard.

The Governor of the Falkland Islands and his wife joined the Herald at Port Salvador to witness a major damage control exercise.

A party of Royal Engineers topographic surveyors were on board for the duration of Exercise Trig South, a complex and demanding operation to establish accurate survey trig points on South Georgia's east coast.

While in South Georgia, the ship's navigator, Lieut.-Cdr. Ian Bartholomew, led a party that surveyed an area in Grytviken Harbour and around King Edward Point. Two survey motor boats were useful for this work and for a boat-camp survey of Tamar Pass in the Falklands.

Last port of call before crossing the Atlantic was New Orleans, Louisiana, where links with the American Naval Oceanographic Office were renewed and the ship's company enjoyed some rest and relaxation.

Tony wins 'vets' medal

WO(RS) Tony Marshall has received a medal for crossing the line in second place in the veterans' section of the Mount Pleasant half marathon in the Falklands.

On a hot day 276 runners took part and WO(RS) Marshall romped home in 1 hr 28.50 mins — giving him an overall finishing position of 52nd. Teams from HMS Minerva and Naval Party 1242 took part, finishing sixth and 11th respectively.

Minerva fetes islanders

TWENTY-FIVE Falkland Islanders were invited on board the Exocet-armed Leander-class frigate HMS Minerva, so that sailors could say a big thank-you for hospitality they received when the ship was on station within the islands' protection zone.

The guests were given a tour of the ship and given lunch in the wardroom.

They were also invited to watch refuelling at sea with RFA Green Rover. RAF Phantoms from No 23 Squadron simulated an attack on the Minerva and fly-pasts were provided by Sea King and Chinook helicopters of No 78 Squadron.

The Minerva's own Lynx helicopter provided an impressive aerobatic display and Gazelles from the Army Air Corps demonstrated mail drops and pick-ups from the Green Rover.



A 40-day ordeal ends for lone yachtsman John Hughes who receives help from HMS Dumbarton Castle's sea boat. His round-the-world yacht carries a jury rig after his mast broke while he was off Cape Horn.

Navy rescues lone sailor

HMS Dumbarton Castle came to the rescue of a round-the-world yachtsman whose mast snapped during the third leg of the British Oxygen Corporation single-handed race.

The British-born lone yachtsman, John Hughes, got into trouble while he was en route from Australia to Rio. And just why the mast broke, in only four force winds, remains a mystery.

Without the mast John had to negotiate the dangerous seas of Cape Horn during what he described as "the most terrible night of the voyage."

Welcoming committee

He was spotted off the Falkland Islands and towed the final two miles into Mare Harbour on East Island by the Dumbarton Castle.

Head of the welcoming committee on the quay was Commander British Forces Falkland Islands, Rear-Admiral Christopher Layman.

For 40 days and 4,000 miles John nursed the 41-ft. Joseph Young with only an improvised sail, after an abortive attempt to reach Chile.

An RAF Hercules was enlisted to fly a new mast and sails to the island and the RN provided some maintenance and repair facilities.

Debut for joint Commcen unit



WHILE their colleagues were busy with jokes and tricks on April Fool's Day, the communicators of Naval Party 1242 had more important things on their minds...

On that day they were integrated into the ranks of the Joint Communications Unit Falkland Islands, a new unit under the command of an Army major and formed after the disbandment of 266 Signals Squadron Royal Corps of Signals.

The WEM(R)s and ROs that serve in JCUFI follow in the footsteps of those that served in the Signals Squadron. There is a long history of joint communications within the Islands, with the Army running the land-based communications, the RAF providing the radar and navigation aids, and the Navy the long-haul HF communications and Fleet re-broadcast.

Mount Pleasant is the base for the new unit which provides virtually all the communications for the staff and those who provide the defence of the Islands.

It is in the Commcen that the Navy presence is felt strongest, and although there are enough members of each Service to work single-Service shifts, the men and women of the Commcen choose to work mixed shifts.

POWrenRS Kim Williams was posted to the Falklands from HMS Mercury, and has enjoyed working with members of the other Services.

Friendly rivalry

"Although we all come from different backgrounds it doesn't take long to settle in," she said. "I think the friendly inter-Service rivalry helps a lot. On the shop floor, we just get on with it and pretty soon we find that we have a lot in common."

Although the POWrenRS billet remains on the Islands, the contingent of five WROs were withdrawn on April 1 to meet manpower requirements in the UK.

First drafted to the Falklands in January last year, they have been replaced there by Army and RAF personnel.

Three into one will go! Sgt. Roly Orchard of the RAF, Sgt. Ian Scott of the Royal Signals and POWrenRS Kim Williams working in perfect harmony at the new Joint Communications Unit Falkland Islands, based at Mount Pleasant.



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RETURN OF THE WARRIOR



Portsmouth for a great

By Capt. John Wells

HMS WARRIOR, the ship which 126 years ago caused the most decisive change in the history of warship evolution, is about to enter Portsmouth.

Seven years of painstaking restoration have resulted in the rejuvenation of the world's first iron-clad, armoured, screw-driven vessel, which in the 1970s was being used as an oil-tanker jetty at Milford Haven.

In 1979 she was released to the Maritime Trust and towed from Pembroke Dock to Hartlepool where the £6-million renewal task began under the auspices of the Warrior Preservation Trust.

During her many years of service the Warrior was a Portsmouth ship and it is fitting that on June 16 she is due to return — to be berthed at a jetty which the City Council has had built for her at a cost of £1.3 million.

Period rig

The site, at Portsmouth Hard, will be in full view of the waterfront and fairway traffic. Her four-day journey, under tow, will culminate with a momentous welcome, her ship's company being dressed in 1860s uniform — including her commanding officer, Capt. Colin Allen RN (retd.).

From the end of July, visitors will be able to see how Britain responded to a mid 19th-Century naval arms race, which accelerated after the Crimean War when the French laid down the first sea-going iron-clad, the Gloire, an armoured wooden ship of 5,630 tons with 36 guns and a speed of 12 knots.

Almost immediately Britain responded with the Warrior, not the first iron ship or the first screw propelled ship or even the first armoured ship but the first to combine all these features in one hull to become the biggest, fastest, most powerfully armed warship in the world.

Outdated

Paradoxically the Warrior initiated such a flood of innovations in naval architecture that she herself was soon outdated. Her claim to fame rested on her emergence as the turning point between the wooden line-of-battle ships, now rendered obsolete, and a succession of major warships that became the backbone of the 20th-Century Navy.

The Warrior was built as a frigate of 9,000 tons by Thames Ironworks and Shipbuilding Company at Blackwall, and fitted out with engines, masts, and sails before commissioning in 1861.

She steamed into Spithead for trials where her enormous, two-cylinder trunk engines achieved 14.35 knots, a record that stood for eight years.



In those days coal was relatively expensive and engine efficiency limited. The Warrior only used steam for entering and leaving port and when manoeuvring.

Thus she was square-rigged on three masts and a ship's company was a proportion of seamen who aloft daily to handle the sails over 100 ft. above the upper deck. Because the masts and funnels interfered with handling the sails, the Warrior's sails were hoisted up inside the hull and her funnels lowered to upper level.

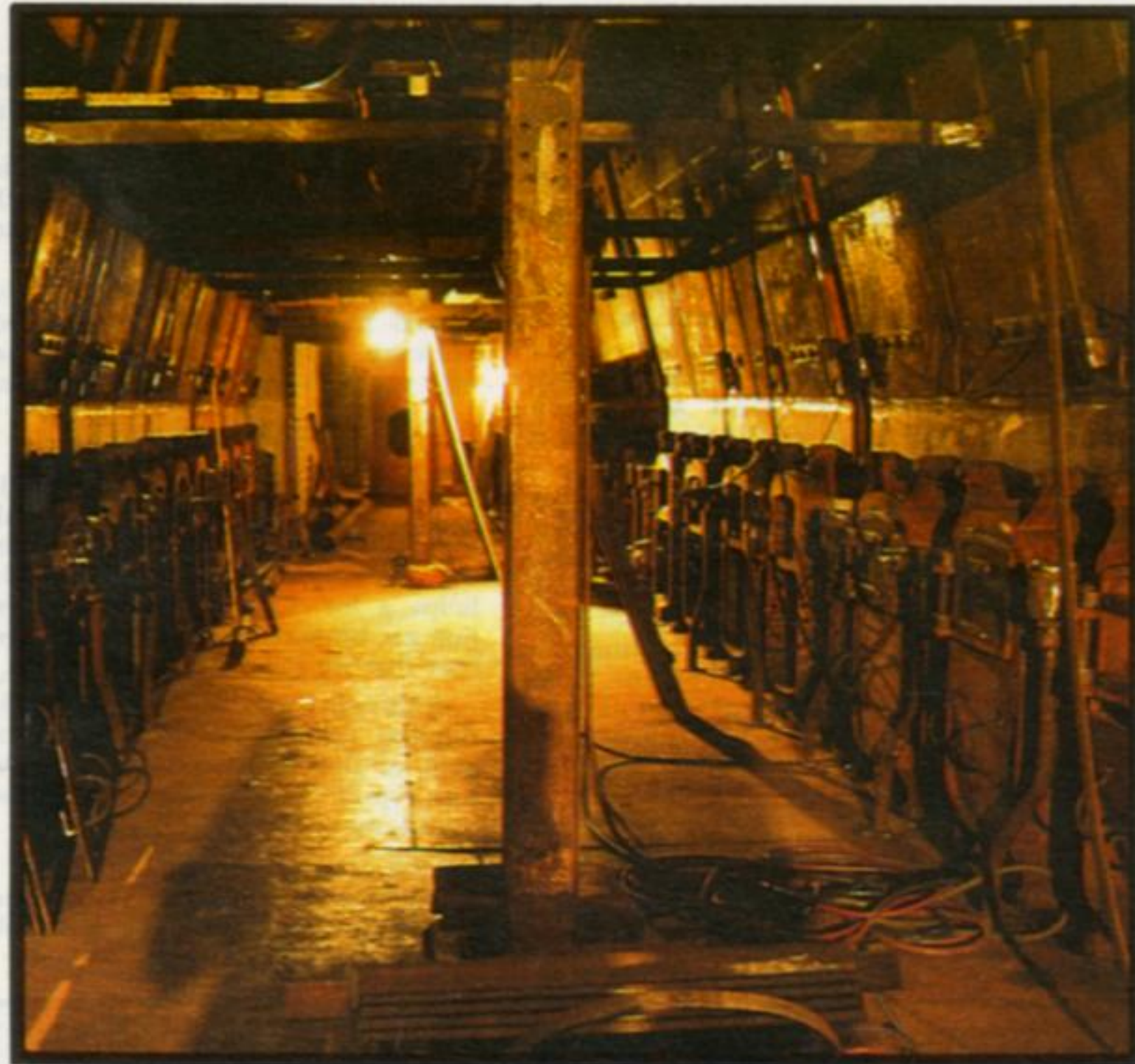
The Warrior's strength and the non-combustible qualities of wrought iron enabled her to remain afloat well over a century. Her hull, too, was formidable, protected in a box-like citadel.



FACTS AND FIGURES

LENGTH: 418ft. overall. **BEAM:** 58ft. mean draught: 26ft. **ARMAMENT:** 26 x 68-pdr. (8.12-in.) smooth-bore muzzle loaders; 10 x 110-pdr. (7-in.) Armstrong rifled-bore breech loaders; 4 x 40-pdr. (4.7in.) Armstrong rifled-bore breech loaders. **ARMOUR:** 213ft. long, 22ft. deep, with 4½ ins. of wrought iron plates backed by 18ins. of teak. **PROPULSION:** Penn's horizontal, trunk-type engines, two-cylinder,

double acting, jet condensing, driving a two-bladed, 24-ft. diameter Griffith's lifting propeller (1,250 hp). **BOILERS:** 10 rectangular fire tubes with 40 furnaces and a steam pressure of 22 psi (coal bunkers for 850 tons). **SAILS:** Square rigged on three masts with 48,400 sq. ft. of canvas. **SPEED:** 13 knots under sail, 14.3 knots under steam and 17.5 knots under sail and steam. **DISPLACEMENT:** 9,300 tons.



WARRIOR

homecoming
old iron lady



armoured belt of iron and timber, she mounted a main gun-deck broadside of 68-pdrs. and 110-pdrs., while two 110-pdrs. and four 40-pdrs. were mounted on the upper deck.

Throughout her first commission the Warrior was commanded by Capt. the Hon. Arthur Cochrane, son of the famous Earl of Dundonald, while her commander, George Tryon, later became Commander-in-Chief of the Mediterranean Fleet.

Fisher

Her gunnery officer was the great Jackie Fisher, who as First Sea Lord prepared the Fleet to fight the First World War. He brought her gun battery to a peak of efficiency.

Existence of the vastly superior Warrior and later ironclads put paid to the French

naval challenge. There was no war and the Warrior was never in action.

After a spell in the Coastguard service, the Warrior was removed from the active list and retained in reserve as a hulk with poor prospects for future employment.

However, in 1904 she formed part of HMS Vernon, the floating torpedo school in Portsmouth Harbour, remaining in that role until 1924 when she again became available for disposal.

In 1929 the Admiralty had her towed to Llannion Fuel Depot, Milford Haven to become a floating jetty at which to berth oil tankers and ships requiring fuel.

Finally, in 1979, the Royal Navy handed her over to the Maritime Trust for restoration on condition that she was avail-

Turn to next page

THE pictures show (clockwise starting from inset): A painting of HMS Warrior in the 1860s, courtesy of the National Maritime Museum. The Warrior restored — a photograph taken this year at Hartlepool. The glass-fibre, 68-pdr. guns on her main gun deck. The coal-fired galley,

rebuilt using drawings from Portsmouth Naval Base; It would have catered for the whole complement of 650. The after stoke-hold, showing the boiler frontages. Ex-CPO Mike North, who left the Navy this year, wears 1860s rig, while Mrs Liz Lord, Portsmouth City Council press offi-

cer, wears "whites" of the same period; the uniforms, made by Jack Blair Ltd. of Portsmouth, will be worn by the ship's 30 guides. Aerial view of the Warrior taken from a helicopter of RN air station Yeovilton last October, as the seven-year restoration project neared its end.



Aliens do it even better

TWO propositions, tried and true: if a film goes into serious profit, it will be followed sooner or later by a sequel as good as the original.

At long last, however, a picture has come along which proves the exception to the latter rule — *Aliens* is, by general consent, at least the equal of its predecessor, and is one of the titles now available to the Royal Naval Film Corporation.

On the face of it, the film is another example of the cinema of excess ("If one alien results in a profit of x million dollars, then a film with 50 aliens...")

Razor-sharp

But in this case the sequel turns out to be the most satisfying thriller for years, and cinemas where it has been shown have ended the evening ankle-deep in chewed-off fingernails, while ex-smokers by the thousand are reckoned to have lapsed by the half-way mark.

The plot consists of nothing more elaborate than a bunch of people, steadily diminishing in number, being chased around a space-station by a slew of giant cockroaches with teeth like 12-ins. stilettos.

Action scenes (i.e. about two-thirds of the film) are edited with razor-sharp efficiency, and operate on the premise that it's the unseen which is most terrifying. Not until the climax do we get a proper look at who's playing the title role.

Star from the human point of view is Sigourney Weaver, and so good is she that an Oscar nomination came her way, an almost unheard of occurrence for this type of film.

Full marks, too, for the

Craft at Dryad

HAND-painted china and crafted dolls' houses were among the exhibits displayed at HMS Dryad's Arts and Crafts Exhibition.

All the items on show were made by Service personnel and civilians working at Dryad.

SCREEN SCENE by Bob Baker

convincing display of futuristic hardware and weaponry. The fact that it is a British film is revealed only by a close reading of the end credits, plus the occasional Home Counties vowel sounds of the little girl who plays Newt, a character who spends most of the picture in deep jeopardy.

It can be taken as absolutely certain that a *Crocodile Dundee* Mark II will be among us before very long. The film's phenomenal success, especially Stateside, has turned Paul Hogan into a superstar and made the whole of America Oz-conscious — to the considerable delight of the Australian Tourist Board, for whom Hogan is front-man in a series of commercials shown on US television.

'Sleeper'

The film, of course, recounts the story of "Croc" Dundee, living legend of the outback, and his adventures on a visit to New York City.

Stand By Me is what's known as a "sleeper," a small-scale, low-ish budget picture from which even its makers anticipated no vast rewards, but which has proved an unexpected success at the box office and among the critics. It is helped along, no doubt, by the coincidence of the return to the charts after a couple of decades of the classic number from which the film takes its title.

Three 13-year-olds hear a rumour of a dead body lying in some woods and set off to find it. The film is simply the story of their expedition and of the various comical, scary or touching incidents which take place along the way.

Cynics may find the adolescent characters a little idealised (though not so far as the language they use is

concerned) but the film is still enormously likeable. It was written by Stephen King, here taking a break from his customary supernatural pre-occupations.

Lastly, *Miracles*, an amiable comedy-adventure yarn, wherein Tom Conti and Teri Garr play a husband and wife in mid-divorce who are kidnapped by a gang of South American bank robbers.

The basic idea is to take two characters from "Kramer vs Kramer" and drop them into the middle of an "Indiana Jones" scenario, a notion which the film works through with intermittent invention.

'Lost' Cook

ONE of the prime places in a National Maritime Museum exhibition on Captain Cook is now occupied by a portrait which until recently was presumed to be lost.

It is an extraordinarily vivid depiction of the great explorer by William Hodges, official artist on Cook's second voyage to the South Seas in 1772-75.

The picture was bought by the Museum at Greenwich for £630,000 and went on show to the public on April 13, when the exhibition opened to celebrate the 200th anniversary of the sailing of the First Fleet to Australia.

Watercolour view of the leviathans

A REMARKABLE series of watercolours depicting the great ships which were the symbols and the substance of Britain's years of naval ascendancy, were going on exhibition in London on May 4.

"British Capital Ships 1873-1946," comprising 56 large paintings by Ian Marshall, can be seen at Lloyds of London (New Building), Lime Street, until May 29, and in HMS Belfast from June 8 to July 31. The exhibition, which has already been seen at Portsmouth and Plymouth, is at Scotland Gallery, Edinburgh, from August 11 to September 4.

Unusual feature of the paintings is that each ship — from HMS Warrior to the post-war battleship HMS Vanguard — is featured in a particular geographical and historical context.

Accompanying the exhibition is a finely illustrated catalogue which includes a commentary about the ships as well as Battle

Honours. The artist, a native of Scotland, had the idea of such a collection during a visit to Malta in 1968 when there were still Royal Navy ships in Grand Harbour.

Victory bonus

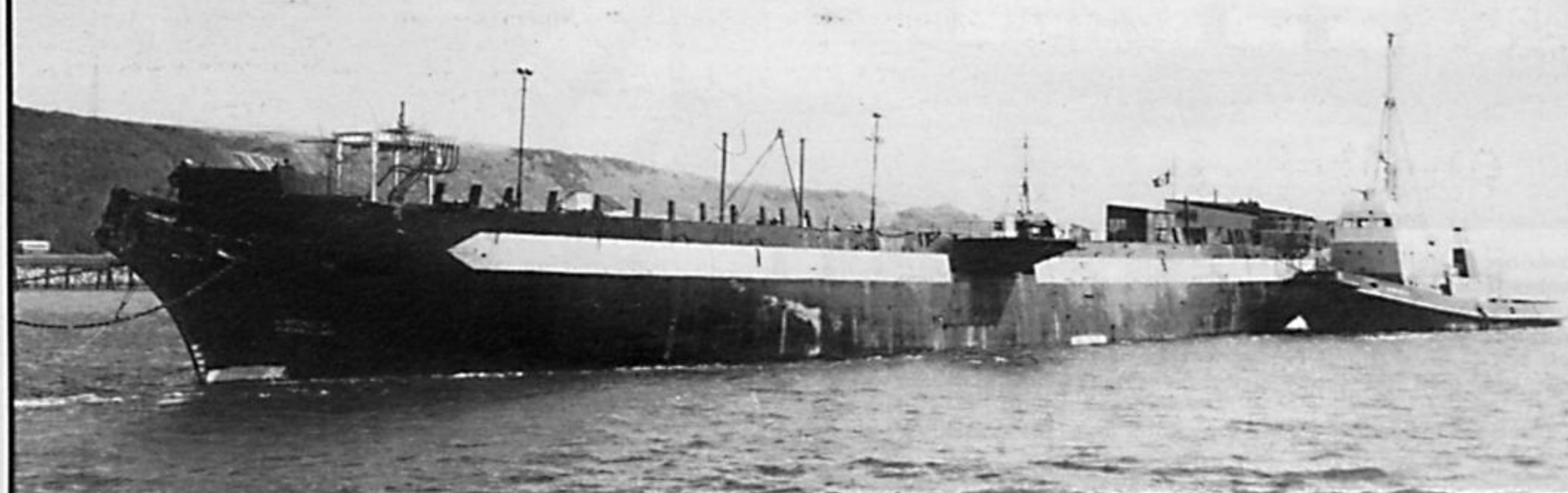
VISITORS to the Mary Rose and HMS Victory in Portsmouth Naval Base are now getting a bonus — tickets which entitle them to a 20 per cent reduction on the price of admission to the Royal Naval Museum.

A new exhibition on Lord Nelson is now on view in the Museum's Lambert-McCarthy Gallery.

RETURN OF THE WARRIOR

From previous page

The incredible hulk... How the Warrior looked in 1979 when she was moved from Milford Haven to start her voyage of transformation.



able at a later date for public display.

One reason for choosing Hartlepool as the site for her restoration was the abundance of traditional shipyard skills in an area of high unemployment, a choice that has paid off handsomely with some remarkable workmanship.

The Warrior arrived as a dirty, neglected hulk with no equipment or artefacts on board. In addition to rebuilding the bulwarks and laying and caulking the upper deck, everything had to be made in the workshops alongside.

Glass-fibre

A start was made on the wooden mess-tables, stools and cooage associated with broadside messes, each of which accommodated about 18 men. Then, because the casting of complex, iron guns would have been prodigiously expensive, the project was fortunate to be loaned 68-pdr. and 110-pdr. guns from which exact glass-fibre copies have been made.

Although many of the 140-strong Hartlepool work force are sponsored by the Government through the Manpower Services Commission, reconstruction has been costly.

In addition to grants and donations, over £4 million has been contributed by John Smith's Manifold Trust. It was John Smith's wish that the Warrior be restored as far as possible to her original condition and throughout the project correct woods have been employed. But apart from the gun

barrels, no plastics of any sort have been introduced.

Shipwrights have worked with steel instead of iron, not only in the hull structure but in the masting. The original wooden masts and spars have long since gone but lower masts, topmasts and topgallant masts, together with their yards, have been manufactured from rolled steel tubes. The result is impressive.

A decision to reconstruct boilers and propulsion machinery came late in the day. However, ten boiler fronts, the main condenser, two main engine cylinders, crank shafts, steam pipes and safety valves have been built and installed. Eventually visitors will be able

to see the engines turning slowly and the telescopic funnels raised and lowered.

So, returned to her former state as pride of the Victorian navy by the Hartlepool ship workers, the Warrior will shortly start a new career as the most famous historic ship of her time — not bad for an old lady of 126.

● Capt. John Wells is Chairman of the Warrior Association, and his book "The Immortal Warrior — Britain's First and Last Battleship" is a history of the ship and its reconstruction. It will be available in bookshops from June, or direct from the publishers, Kenneth Mason Publications, the Old Harbourmaster's, Emsworth, Hants, at £20, including postage.

Association membership

MEMBERSHIP of the Warrior Association includes the opportunity to work on board in a voluntary capacity.

Members receive regular newsletters about the ship's restoration and her arrival in Portsmouth, and there will be one free visit a year to the ship in her Portsmouth berth.

Details are available from the Hon. Secretary, Warrior Association, c/o Information Desk, Civic Offices, Guildhall Square, Portsmouth.

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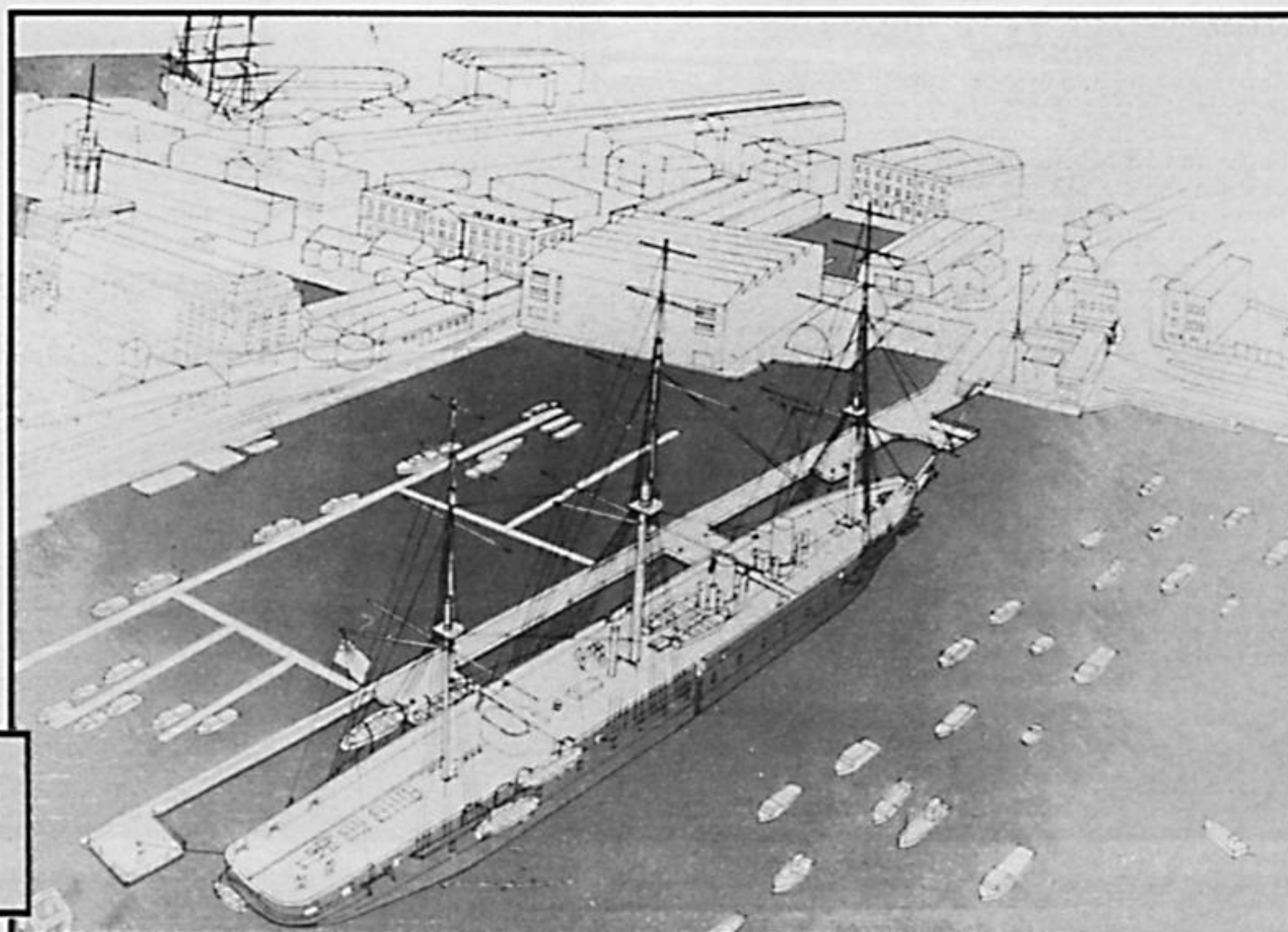
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You will see: HMS Howe fitting out, receiving new drafts, commissioning and leaving the Clyde; HMS Anson departing Rosyth and arriving at Scapa Flow; the hunt and destruction of the Bismarck; the Atlantic voyage of HMS Prince of Wales, including her sweep through the lanes of a large convoy. Her arrival at Singapore and a vivid portrayal of her subsequent loss with HMS Repulse; a penetrating look at life onboard HMS King George V; and, finally, some spectacular coverage of the Home Fleet, which includes HMS Duke of York, during an Arctic patrol early in 1942.

An artist's impression of the Warrior at her £1.3-million berth at Portsmouth. To her port is the naval base and HMS Victory.



Strange story of the Spearfish's sole survivor

WHEN the doomed submarine HMS Spearfish left harbour for the last time, a replacement crew member who only just managed to join her seems, on the face of it, to have been a very unlucky man.

During the first half of 1940 the submarine had lived a charmed existence, surviving more than one close encounter with destruction as

well as torpedoing and damaging the German pocket-battleship Luetow.

However, on August 1, the day after she had left Rosyth, her good fortune ran out. As she surfaced she was sighted by an enemy submarine, U-34, which wasted little time in torpedoing her. The Spearfish sank within two or three seconds after a vast amount of debris had been thrown into the air by the explosion. The U-boat surfaced to find hardly

any oil, and only wood debris floating. But almost incredibly there was one survivor.

At the time the Spearfish was attacked he had just mounted to the bridge as a look-out. One moment he was on the fin, then there was an explosion and he was under water, with the strap of his binoculars fouled on some obstruction. After what seemed to him an age,

he managed to free himself and come to the surface where he was picked up by U-34.

It was a very lucky escape for the sailor. And, by strange irony, he was the replacement crew member who the day before had made that pier-head jump.

The story of the Spearfish and her sole survivor appears in one of the many absorbing chapters of *Submarines versus U-boats* by Geoffrey

Jones. The meticulously researched work gives an account of the 15 incidents during the Second World War in which British submarines sank their German opposite numbers, and the three occasions in which roles were reversed.

"Submarines versus U-boats" is the latest in a series of books by Mr. Jones on the 1939-45 underwater war. Published by William Kimber, it retails at £12.50.

SOVIET NAVY 'IS AT THE CROSSROADS'

AS THE nuclear arms talks continue at Geneva, the Russian navy stands at a crossroads in its development, according to two new books on modern forces.

In the fourth edition of *Guide to the Soviet Navy*, published by Arms and Armour Press, and in W. H.

Smith's *The Military Year Book 1987*, this decade is seen as a crucial period for the Red fleet.

Norman Polmar, writing in the former volume, says that a modernisation programme under way in Russia is providing the Soviets with leadership in several important areas of naval warfare, including anti-ship missiles, nuclear and chemical warfare, short-range amphibious assault and mine warfare.

"In addition, there are major Soviet efforts under way in the areas of submarine warfare and ocean surveillance, and leadership in these two vital areas of naval warfare could still shift to the Soviets by the end of the century."

New carrier

Both he and "The Military Year Book" point to the launching in 1985 of Russia's first true aircraft carrier — a 70,000-ton, nuclear-powered ship — as a dramatic manifestation of the Red fleet's rate of development.

And the Year Book also sees as significant the fact that Admiral Gorshkov's successor as commander of the Soviet navy, Admiral Vladimir Chernavin, is the former commander of the Soviet Northern Fleet where the bulk of Russia's submarine-based nuclear strike power is concentrated.

He is "unlikely to press any less hard or less successfully within the Soviet military and political leadership for the budgetary and technical resources to continue... awesome growth in power and capability."

"Guide to the Soviet Navy" is a large, hard-cover book priced at £29.95. "The Military Year Book 1987" retails in soft-back at £6.95.



Picture of cold hell

IT IS hard to believe that this dramatic picture shows the battle-ship HMS Duke of York being tossed and battered as if she were a toy boat.

The scene graphically illustrates the natural horrors which — combined with the far more deadly attentions of the enemy — made life a cold hell for the men who ran the gauntlet on the Arctic convoy routes of the Second World War.

More than 100 vivid photographs of their good times and bad times are presented in *The Russian Convoys 1941-1945* by Paul Kemp, the soft-back book being No. 9 in the "Warships Illustrated" series published by Arms and Armour Press, price £4.95.

Also available is the tenth volume in the series which gives an equally absorbing, pictorial account of *The US Navy in World War Two 1941-1942* (author Robert C. Stern).

Titanic night that lives on

JUST over 30 years ago Walter Lord emerged as an authority on the sinking of the Titanic, with his gripping best-seller, "A Night to Remember."

Now Mr. Lord has produced a sequel, *The Night Lives On*, which explores new thoughts and theories about what happened in the North Atlantic shortly before midnight on April 14, 1912.

Individuals and families whose lives had been personally touched continued to live in the shadow of the Titanic.

Reclusive

Even today in the USA every survivor rates an obituary in the New York Times even if their passage in the Titanic was their only claim to fame.

Some survivors made a conscious effort to step out of the limelight, becoming reclusive. Others found the experience was their making.

Since writing his first book on the subject, Walter Lord has continued his research into every aspect of the story. To the old questions like "Did the captain really know how to

handle the ship?" and "How well-built was the unsinkable Titanic?" is added "What are the chances of salvaging her?", among others.

"The Night Lives On," published in hard-back by Penguin Books, price £10.95, is a fascinating insight by a master storyteller. Avid readers, students of the disaster, and the newcomer will find the book compelling.

The story of the Titanic is, of course, included in *Disasters at Sea*, which catalogues "every ocean-going passenger ship catastrophe since 1900." Author is Milton H. Watson and the hard-back volume is published by Patrick Stephens Ltd., price £14.95.

Build-up for naval tourism

PUBLICITY generated by the raising of the Mary Rose confirmed the view that naval and military heritage is a major tourist attraction, according to one of a series of studies on *The Geography of Defence*.

In a chapter entitled "The Defence Town in Crisis", Portsmouth Polytechnic lecturers John Bradbeer and Graham Moon show how their city is using its military past to build up a future in "defence tourism".

Portsmouth, describing itself as The Flagship of Maritime England, successfully lobbied to be the home of the restored iron-clad HMS Warrior (due to enter her new berth in June).

Day trips

"The popularity of day trips to see the Mary Rose, and the likelihood that the same will apply to the Warrior has created an atmosphere in which Portsmouth feels it has a prior claim to house all the major naval artefacts in Britain," write the authors.

They also argue that the departure and return of the Falklands Task Force firmly linked Portsmouth with naval might and British success. "The defence theme and the tourism theme came together in a dramatic, one-off presentation. More people watched the ships depart than had seen the Jubilee Review of the Fleet in 1977."

"The Geography of Defence" is edited by two other Ports-

mouth Polytechnic academics — Michael Bateman, Dean of the Faculty of Environmental Studies, and Raymond Riley, Principal Lecturer in the Department of Geography.

The book also contains chapters on such subjects as the use of military land, married quarters, British overseas military expenditure and military training in National Parks. Priced at £27.50, it is published by Croom Helm on the occasion of this year's Institute of British Geographers Conference in Portsmouth.

Rope work on display

STANLEY Neal was just a boy seaman in HMS Ganges back in 1928 when he first became fascinated by rope work.

Now an exhibition of his craft, perfected during 25 years in the Service, is going on show this month in a display at the Mountbatten Gallery in Portsmouth.

Entitled "The Sea and Ships in War and Peace", the week-long exhibition, which was beginning on May 1, also features the work of Mr Peter Clark who, over the last 25 years, has collected over 3,000 autographs from all over the world, including those of six Admirals of the Fleet.

Recipes for warships

MAJOR influences on naval design are presented, in layman's terms, in *Warship Construction*, a new book on the subject by Bernard Ireland.

This well illustrated volume examines — among other aspects — armament, machinery, electronics and cost, and is spiced by many of the author's own opinions.

"Warship Construction" is published by Ian Allan, price £10.95.

BOOKS IN BRIEF

My Father, My Son by Admiral Elmo Zumwalt Jr. and his son, Lieut. Elmo Zumwalt III (with John Pekkanen), published by Macmillan, price £10.95. A true story of ironic tragedy and family courage in the aftermath of the Vietnam War.

Lieut. Zumwalt was a "swift boat" commander patrolling the rivers and canals of South Vietnam when his father was Chief of Naval Operations. After the war, Lieut. Zumwalt learned that he had cancer which — like scores of others — he believed was caused by exposure to Agent Orange, a wartime defoliant chemical whose use his father had ordered.

Their story tells of the family's struggle to keep Elmo alive, and of the love between father and son.

Fast Passage to Australia by D. Hollett, published by Fairplay Publications (price £15). In Australia's bicentenary year, this book tells of the speedy clipper ships and their role in the booming emigration trade from Liverpool to the antipodes in the gold-rush years of the last century.

Ships of the Royal Navy, a supplement to the historical index, by J. J. Colledge and published by the World Ship Society, 20 Hereford Road, London E11 2EA (price £3.50 inc. postage and packing). A 65-page card-cover booklet which updates Mr. Colledge's famous, two-volume reference work published by David and Charles in 1969. Since then about 300 ships have been added to the Royal Navy and about 500 have been disposed of, while much new information and amendments have come to light.

The Military History of World War II, published by Temple Press Aerospace (price £15). A thumping, 316-page, large-format work abounding with colour and monochrome illustrations. This is really value for money if you can ignore a number of irritating inaccuracies concerning data and photographs. For instance, the same group of Japanese soldiers apparently marching through the Phillippino jungle on Page 98 turn up again on Page 263, this time descending on Imphal. Consultant editor is Barrie Pitt.

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CALLING OLD SHIPMATES

HMS Havant: Mr John Power of the Royal British Legion, Brookhampton Lane, Havant, Hampshire, is anxious to trace survivors from the ship, both crew members and soldiers evacuated from Dunkirk. The annual memorial parade in honour of the ship is being held on May 31.

H.M.S. Tanatide: Peter Davies, 2 Marbury Road, Wilmslow, Cheshire, SK9 4DJ (tel. 0562-531144) would like to hear from shipmates who served on board this Hunt-class wartime destroyer.

Prince of Wales, Repulse and Vansittart: Mr I. C. Hay Lylesland, North Street, Houston, Johnstone PA 67ET, Bridge Weir 0505/614226 would like to hear from officers and men and also Cdr. Brookes RN, author of book "Allaarm Starboard."

HMS Manchester Association: Barbecue to be held at home of Mr Allan Walker, Alveran, Gainsborough Road, Saxilby, Lincoln on Friday August 14 from 5pm and a social evening at Lincoln branch RNA the following day. More details from Mr Walker, 0522-703387.

MY Ripley, SS Corus, SS Sam Holt: Ex-S.G.W.G. Bean, 76, Reginald Street, Luton, Beds (tel. 0582-314110) wants to contact any DEMs, especially Bob Smith from Stockport on SS Sam Holt during Normandy Invasion.

HMS Bonaventure: Mr Walter Gillian, 57, Edgar Street, Macquarie Fields, New South Wales 2564 Australia, wants to contact an old village pal, Alfred Crew, who joined the Navy in the 1930s. He served on HMS Bonaventure and left the Navy in 1950.

Raymond Holland: Miss Josephine Gorman, 298 Handsworth Road, Handsworth, Sheffield S13, is looking for Mr. Holland, an old friend of her father, Mr. Holland and Mr. Anthony Gorman met in Maralinga in Australia in 1960. It is understood Mr. Holland signed on for another 20 years in the Navy in the early 1960s.

HMS Beaumaris, Bangor-class sweeper (1944). Vic Jones ex AB (Navy-0) 91, Selmeiston Road, Eastbourne, East Sussex, BN21 2TH, wants to contact old shipmates.

G Andrew Ex LSea, 6 Camberwell Road, Crawford, Cape Town 7764, South Africa, visiting the UK May-September, wants to look up old shipmates. He served 1941-54 on HMS St. George, Rodney, Alania, Norfolk, Undaunted, Nigeria, Drake, Battleaxe and Euryalus.

HMT Kingston Topaz: Ex-PO HSD J. R. Robson (Robbie), 39, Coleridge Gardens, Dipion, Stanley, Co. Durham DH9 9LH, wants to contact old shipmates. Served on HMT Kingston Topaz September 1939-January 1941 and on the River-class frigate HMS Kale September 1942-April 1946.

HMS Whitehall: Mr Ted Jones, 2 Millfields Avenue, Hillmorton, Rugby, Warwickshire, wants to contact Mr Jack Barton or any other members of the company of HMS Whitehall, 4th Destroyer Flotilla Med Fleet 1928-1931.

HMS Indefatigable: Roy Webster Flat 2, Fairlawns, Epsom Road, Merrow, Guildford, Surrey, 0483 506711 wants to contact old shipmates from the ship serving between 1945-6, especially Woody.

HMS Cassandra: Mr Bill Andrews, of Forres, Morayshire (tel. 0309-30776) is trying to contact Mr Alex Laird, from Cambuslang near Glasgow, who joined HMS Cassandra in 1943.

HMS Ocean and HMS Cheviot: Mr R. Wilkin, Chelmsfield, Rottendon Tile Lane, Rottendon Common, Chelmsford, Essex CH3 5HB, is looking for PO Jim Shean (cook). Tel. Chelmsford 400325.

NP 2504: Kure, Japan, 1945 (later to become HMS Commonwealth): Mr C. H. Kinch, 5 Newburn House, Vauxhall Gardens, Newburn Street, London SE11 5PR, seeks ex-LS G. Duce from Norwich; LS Keeling, a diver from Liverpool; and Gunner Brownlee, last heard of in Gillingham.

HMS Gambia 1952-55: Ex-Stoker/Mech Mr Les Newman, 3 Coppice Road, Whitnash, Leamington Spa, Warwickshire CV31 2JE (tel. 0926-831599) would like to hear from old shipmates.

Limbless shipmates: Whether injured in or outside the service, contact S.M.C. Hazel (ex-Argonaut), 7 Hartford Road, Huntingdon, Cambs. PE18 6RB, with a view to a get-together.

HMS Moth 1934-36: Cdr. Scarlett-Streatfield RN (ret.), Field House, East Titherton, Chippenham, Wilts, would like to hear from those who served in the Moth on the West River (China Station).

Mr. R. H. (Bunny) Austin, ex-Supply Branch, HM ships Royal Sovereign, Kent, Verdun, Nereide and RN air station Ford (1949-54), would like to hear from those who remember him. Contact him at 152 Borden Lane, Borden, Sittingbourne, Kent ME9 8HR.

HMS Cameron, ex-US destroyer: Mr. F. (Charlie) Shreeve, 19 Spring House Close, Colden Common, Winchester, Hants. SO21 1SR, seeks shipmates of starboard mess for a day.

Naval Party 1030, India and Italy 1943-45: Ex-Sto. T. Vann seeks shipmates, especially PO Sto. Will Flint, Sto. Courston, Sto. Porter and LSto. F. Stonebridge. Contact 19 Thurston Road, Belgrave, Leicester LE4 5PG (tel. 0533-669200).

Ex-MAA Bob Eaton: His Australian Army friend, ex-WO2 John Grimwade, who met him on board the troopship Orion in Jan. 1945, would like to hear from his family again. Contact 12 Marathon Drive, Mount Eliza, Victoria 3930, Australia.

HMS St Vincent 1946-7, particularly Hawk 9 and Duncan 11: Old boys contact Brian (Biff) Garner, 152 Brickhill Drive, Bedford, Beds. MK41 7QH (tel. 0234-57369).

LCT 1014: Shipmates please write to ex-PO David Fensom, 10 Rembrandt Close, Shoeburyness, Essex SS3 9TB.

HMS Adamant 1945-48: Shipmates, especially the ship's soccer team of 1948, are being sought by ex-LS Syd Thomas, 18 Pear Lea, Brandon, Durham.

HMS Kimberley 1943-45: Mr. E. C. (Charlie) Carpenter, 44 Salisbury Road, Worcester Park, Surrey KT4 7DG is seeking shipmates, especially ex-AB William Birch, last known address Stratford Broadway, London.

HMS Prince of Wales: Survivor Walter Bridgewater, sick berth attendant, is sought by Mr. A. J. Harper, HMS Trinidad survivor, 189 Rossington Road, Stapenhill, Burton upon Trent, DE15 9RE.

HMS Juno 1939-41: Albert (Geordie) Balmer would like to hear from survivors, especially Dickie Miles, believed to be in the Surrey area, and any members of No. 1 Mess. Write to 66 College Road, Ashington, Northumberland, NE63 9RE.

Devonport Field Gun Crew 1937: If you were a member please contact ex-Gunner J. N. Watling, 14 Stokes Road, Corsham, Wilts. SN13 9AA.

1842 Squadron (HMS Formidable): Mr. C. L. Teidemann, 72 Balfour Crescent, Easthamstead, Bracknell, Berks. (tel. 0344-51341) seeks old shipmates and a book entitled "A Formidable Commission" written by the officers of the aircraft carrier.

LST 63: Shipmates of Sicily, Salerno and Anzio landings are sought by Mr. A. L. Eilman, 88 Roundlea Road, Northfield, Birmingham B31 1BG (tel. 021-476-0182).

LCL(L) officers and crews interested in starting a Yugoslavia Veterans Association contact Mr. R. Whitley, South Cots, 3 Sittingbourne Road, Maidstone, Kent (tel. 0622-681626).

First LCA Flotilla, D-Day: Mr. M. D. Roberts, 31 Warrington Road, Litherland, Liverpool L21 7NB (tel. 051-928 8338) would like to hear from fellow veterans.

HMS Wren: D88 V & W Destroyer. Mr K. Blanks 8 Woolshots Road, Wickford, Essex SS12 0LB wants to hear from shipmates who knew his father Stoker Cyril Blanks, who lost his life on July 27 1940 when the Wren was sunk off the East Coast.

HMS Wheatland: Mr. L. Shea, ex-CPOCK, 22 Kelvin Road, Blackpool, wants information on the ship's companies of HMS Wheatland between 1940-44 and HMS Wrangler PO's Mess between 1945-50.

HMS Wheatland: Mr. C. Hurford, 14 Neville Road, Gargrave, Skipton, North Yorks wants to contact former members, especially W. Hemus of Birmingham, also German survivors of TA20, UJ202 and UJ208, sunk in the Adriatic on the night of November 1-2, 1944.

Mr David Carroll, Flat 4, I Wardle Road, Sale, Manchester, would like to contact all his old shipmates in HMS Zulu 1974-5, Chichester 1967-8 and Glamorgan 1968-70.

Robert Rodgers is being sought urgently by Mr Norman Phillips of 41 Ogilvie Road, Mount Pleasant, Western Australia 6153. Mr Rodgers was an officers' cook in the RANR during the war and survived the sinking of HMAS Geelong.

Lofty O'Brien, late of the Fleet Air Arm, who sailed on the maiden voyage in the Andes to Australia and returned on the Stirling Castle, is asked to ring Mr. C. Neill on 0983-297338 between 7pm-9pm any evening.

820 Squadron: Mr Ted Gibbs, ex-POAM(O) 1 Mead End, Biggleswade, Bedfordshire SG18 8JN, wants to hear from any old shipmates who were in the Squadron 1951-3.

SS Mooncrest: Mr. T. G. Shirley, 20 Woodlands Avenue, Walton, Stone, Staffs, ST15 0DT, wants to hear from any RN and Dutch crew of the salvage tug Thames, engaged in the salvage of SS Mooncrest off Zanzibar in June 1942. Also from any Stokers who joined HMS Vivid during 1932.

HMS Cavalier (1961-63) Far East Commission. Mr. Sid Anning, 124 Elford Crescent, Plympton, Plymouth (tel. 0752-345703) wants to contact any Seaman WEs from this commission, especially Blossom Patchley, Ben Searle, Soapy Watson and Nobby Goodall.

HMS Fencer: Mr Barney McDermott, 21 Bower Street, Widnes, Cheshire, wants to hear from any who served in this escort carrier 1942-44 and the LST 4 of the 10th LST Flotilla 1944-46, Med Fleet.

Garry Nunn, of 65 Moorside, Middletonmore, Spennymoor, Co. Durham, who left the Navy two years ago, wants to hear from Stu Dando, Graham Burbridge, Steve Hardcastle, Paul Thomas, Dave Armstrong, Bob Lee, Russ Friend, Steve Haines, Pat Weaver and LAEM(R) Thompson.

HMS Havelock: Mr. Len Burrows, 32 O'Hagan Court, Brieffield, Nelson, Lancashire BB9 5SW, is attending the Battle of the Atlantic Service on May 3 and hopes to meet old shipmates.

HMS Vanquisher: Mr Stanley Armstrong, 11 Nettiehill Road, Ballymaeash, Lisburn, Co. Antrim, Northern Ireland, wants to hear from old shipmates of this V & W destroyer who served in the Atlantic, 1943-D Day and after, attached LDD (Gladstone Dock), especially Ron Carroll, Reg Lightfoot, Taffy Norton, Ginger Nixon and David Robb.

HM Submarine Ostris 72-73. Mr. M. Zak, Ex-Sto, 26 Austin Way, Uxbridge, Middlesex UB8 2RQ, would like to contact Jim Bateman POEM, last heard of at HMS Dolphin in 1974.

HMS Collingwood: Mr Stan (Rock) Hudson, The School Bungalow, Huntingdon School, Huntingdon Road, York, would like to hear from all cooks in 404 Mess 1954-56, in particular Ted Precott for whom Mr Hudson was best man.

HMS Martin: Mr H. Plaice, ex-CYS, 24 Mill Gardens, Blackpill, Swansea, would like to hear from survivors of the 1942 sinking, especially POs Edland, Gurney, Myers, Robertson, Lee and Vail. Tel. Swansea 403362.

HM ships Raleigh, Cleopatra, Manxman, Woodbridge, Diamond: Mr A. L. Cutler, 38 Bideford Road, Enfield EN3 6EH, would like to hear from old shipmates.

HMS Lullington: Mr Jack Worth (ex-telegraphist) of Amethyst, Lerryn, Lostwithiel, Cornwall, PL22 0QF, wants to hear from officers and crew of the first commission, and all those who attended his wedding in Malta on May 18 1957.

PAY • From front page.

Meanwhile, among their accepted recommendations for this year is that separation allowance in NW Europe is increased by 10p a day, and the rate outside NW Europe and at sea by 15p a day.

Single food charges rise from £15.68 to £16.45 a week, and married unaccompanied charges from £7.98 to £8.40 a week. The approach to the setting of these charges will also be reviewed next year.

THE NEW RATES

EXAMPLES of new naval daily rates of pay from April 1:

General and Supplementary List officers (on promotion and top rates): Captain, £77.73-£93.14; commander, £67.43-£74.51; lieutenant-commander, £48.66-£58.34; lieutenant, £38.28-£44.46; sub-lieutenant, £23.28-£32.74; midshipman, £16.34-£20.31.

Special Duties List officers with 15 years' rating service: On appointment, £45.94; over three years, £48.34; over eight years, £51.54.

WRNS officers: Probationary third officer, £22.75; third officer on confirmation, £25.05; second officer on promotion, £37.41; first officer on promotion, £47.55; first officer after eight years, £57.01; chief officer on promotion, £65.90; superintendent on promotion, £76.65.

RN Artificers, Medical and Communication technicians (Career rate): Warrant officer, £44.19; CCPO, £42.46; CPO(A), £40.85; CPO(B), £39.31; PO, £34.81; A/PO, £33.24; 4th class technician, £29.12; LArt, £27.35; 5th class technician, £23.37.

REUNIONS

FAA Ex-Field Gunners reunion at HMS Daedalus, Lee-on-Solent, June 26-27. Contact Jim Andrews on 0329-66407.

HMS Wild Goose Association plans to hold a reunion later this year or next. Old shipmates contact the secretary, Mr Terence Kingsley, 24 Earlswood Avenue, Leeds, LS8 2AF.

HMS Hermes: Reunion of shipmates of the Second World War carrier, planned for September at the Union Jack Club, London. Contact Mr Ted Girtchen, 140 Kirkfield Road, Withernsea, nr. Humberside (tel. 09642-4111).

TS Gloucester: Ex-Sea Cadets reunion at Albion Street HQ, Gloucester, on June 4 (tel. 0452-614980).

HMS Mermaid: Reunion in the WO's and CPO's Mess, HMS Daedalus at 1930 on July 4. For tickets contact Mr J. Anderson, 123 Ingleborough Drive, Sproughton, Doncaster, S. Yorks DN5 7AB (tel. 0302-784946).

FAA Apprentices 1939-40: Anyone interested in taking part in a proposed 50th anniversary reunion, contact Mr J. Stiff, 'Greywalls', Drayton, Oxon. OX14 4JL (tel. 0235-31426).

HMS Cotton: Reunion late summer. Write soon to Shipmate Len Haydock, 24 Mill Street, Ormskirk, Lancs. L39 4QD.

No. 32 Squadron RAF will be presented with its new standard on June 6 at RAF Northolt and will afterwards hold a reunion for ex-members. Contact The Adjutant, No. 32 Squadron, RAF Northolt, West End Road, Ruislip, Middx. HA4 6NG (tel. 01-845-2300, ext. 281).

HMS Soberton: Next year will be the thirtieth anniversary of her commissioning into the FPD. Jim Feeney of 148 Chapelwood, Llanedeyrn, Cardiff (tel. 0222 736849), would like to contact members of the crew from that first commission with view to a reunion in February.

The Wartime Ark Royals Association would like to hear from anyone who served in Ark Royal three. The next reunion is a lunch in Learnington Spa on June 20, and the annual dinner is in Portsmouth on November 14. For details contact Roy Bowden, 12 Cambridge Road, Bishops Itchington, Learnington Spa.

HMS Bicester L34: Annual reunion on June 13 at Littlebury Hotel, Bicester, nr. Oxford. Contact Ben Iles, 27 Inhurst Way, Tadley, nr. Basingstoke, Hants. RG26 6DF (tel. 07536-3107).

Medics: The Medical and Sick Berth Branch Association has enrolled 160 serving and retired members, and MDG has been invited to become patron. Members will shortly receive notice of the first AGM and reunion. Intending members should contact the secretary, Eric Speed, 39 Privett Place, Gosport PO12 3SG.

OVER TO YOU

HMS Wren photograph: Mrs. G. McArthur, 11 Holmfield Grove, Thornes, Wakefield, W. Yorks. has a photograph of members of the ship's company. She wonders whether anyone who knew her late husband, known as Don or Jock McArthur, ex-Gunner, would be interested. The picture was taken at Bahrain in 1948.

Trincomalee: Mr. John Lindop, Holly Bank, Duddon Common, N. Tarporley CW6 0HG would like to know the name or number of a drifter working in Trincomalee harbour in 1946, lifting controlled mines.

Pilots' club: Mr. Geoff Smith, PO Box 144, RRI, Old Lakeshore Road, Camlachie, Ontario, N6N 1E0 Canada, seeks to contact Joe Marsden, and to learn about the Exalator Club, formed during 1946 for FAA pilots.

Sub research: The Royal Navy Submarine Museum, HMS Dolphin, Gosport, PO12 2AB would welcome information about the German Biber 105 which came ashore at Cherbourg and is now being restored at the museum.

RNAS Culdrose: Jay Waterhouse, Room 6, 53 St Ronans Road, Southsea, Hants, would like to contact anyone who knew her father Vincent Waterhouse or her mother Nora (nee McLaughlin) who were both serving at Culdrose in the 1950s. They were married at Barrow-in-Furness on April 19, 1954.

HMS Glamorgan Falklands reunion will be held on June 13 in the Guildhall, Portsmouth. Details from Lieut.-Cdr. Alan Watt, FOF3, Fort Southwick, Fareham, Hants.

HMS Cleopatra: All Second World War and present-day ex-shipmates and any from the fourth Cleo 1916, are invited to attend the third reunion on June 20 in Bridlington. Details from Mr Don Ford, 24 Duddery Hill, Haverhill, Suffolk.

Telegraphist Air Gunners Association: It is the fortieth anniversary of this association and celebrations are planned throughout the year. May 15 — TAGA golf tournament and lunch at Lee-on-Solent. May 17 — memorial service at the Fleet Air Arm Memorial, Lee-on-Solent, followed by lunch. September 6 — anniversary service followed by social evening, Yeovilton. September 7 — opening of TAGS exhibit at the Fleet Air Arm Museum followed by flying display and lunch. Details from Jack Bryant, 26 Laurel Avenue, Langley, Slough, Berks.

HMS Onslow: A reunion is proposed for June 27 at the United Services Mess, Wharston Street, Cardiff. Details from Bob Morris, 6 Wentlogg Close, Rummy, Cardiff (tel. 0222 778300).

Royal Marines Bugle Majors and Drum Majors: A reunion was held on February 21 at the Sergeants' Mess, Deal. 45 attended from all parts of the country. Principal guest was Major General Sir Jeremy Moore, a former Commandant of the RM School of Music. Everyone enjoyed a drum and herald trumpet display before dinner.

HMS Fiji: A third reunion lunch will be held at the Victory Services Club, London, on May 23. Details from Dr. Freer, 15 New Forest Drive, Brockenhurst SO42 7QT (tel. 0590 23074).

Series 15 Artificer Apprentices who joined the Navy on May 5 1952 are invited to attend a reunion dinner at the Home Club, Portsmouth, on May 9. Contact Ray Cappi, 6 Rimington Road, Cowplain (tel. Waterloo 251121).

TS Cossack, Unit No. 487, Crawley. Thirtieth anniversary party on July 4. All ex-cadets and staff are invited to attend. Contact Mrs H. Vine, 5 Cobbes Crescent, Northgate, Crawley, West Sussex (tel. 0293 22651).

HMS Unicorn Association: The first meeting of this association will take place at The Union Jack Club, Waterloo, for September 18. Enquiries with see to E. Bosworthick, 3 Arundel Close, Hemel Hempstead.

HMS Monkton, Hong Kong Patrol Squadron 1975-77. Anyone interested in a reunion please contact PO(M) Dave Bagley, c/o NMHS Whale Island (tel. Gosport 526866).

HMS Matchless 1942-44. 24 ex-shipmates and wives attended a reunion at

the Union Jack Club, London, on April 4. A further reunion is planned, those not on the mailing list should contact Mr John Horton, 16 Mansfield Gardens, Hornchurch, Essex (tel. 04024 42162).

HMS Cheviot, commissioned 1945, joined First Destroyer Flotilla, at Malta. Mr D. Smith, 7 Upland Road, South Croydon, Surrey, would like to know if there have been any reunions for ex-shipmates.

LSTs: Mr W. Horsley, 8 Fenny Court, Tanhouse, Skelmersdale, Lancs., would like to know if there is an association for those who served on LSTs from 1943-45.

HMS Frobiisher: Shipmates will meet for drinks and buffet on September 12 at the Royal Sailors' Home Club, Queen Street, Portsmouth. For details contact Charlie Connolly, 12 Citizen House, Harvist Estate, Hornsey Road, London N7 (tel. 01-609 6888).

Anti-submarine warfare instructors: An AGM, dance and dinner will be held on October 16. All senior ratings of the sonar sub-branch are welcome to the meeting at SMOPS, HMS Dryad. Serving and ex-serving TASIs and ASWIs are invited to the dinner at the Home Club, Portsmouth. £15 tickets are available from the Secretary, ASWI Association, Lewin Building, SMOPS, HMS Dryad.

British and US Coastguard Cutters: A reunion will take place at the Merchant Navy Hotel, Lancaster Gate, London W2, on August 15. Details from J. Woodhams, 106 Downton Road, Swindon, or John Pye, F10 Peabody Estate, Chelsea Manor Street, London SW3, see appreciated.

Marryatt Class, Portsmouth Barracks, 1938. Will members please contact M. Smilie, 2 Giffard Way, Leckhampton, Cheltenham, Glos. (tel. 0242 511810), with view to celebrating fiftieth anniversary.

Ton Class MCMV Association: Anyone interested in joining with a view to a reunion later in the year, please contact Mr Jack Worth, Amethyst, Lerryn, Lostwithiel, Cornwall (tel. 0208 672452).

Tin Can Sailors: There will be a reunion in New Orleans, Louisiana, USA, on September 1-8. All former destroyermen are eligible to attend whichever flag they served under. Details from Emile Beaudoin, 843 Avenue Sait-Jean Bosco, Sainte-Foy, Quebec, G1V 2W8 Canada.

3 Commando Brigade Air Squadron "Jungle" reunion at 1900-2100 on July 17 at Sherborne Castle. All officers with "jungle" background welcome. Rig white mess jacket, cost with one guest on straight share basis. Requests with mess number to 3 Cdo Bde Air Sqn RM, RNAS Yeovilton (Lieut. Mark Woodward RM, ext. 6262).

Tristan da Cunha: Naval people who have associations with the Atlantic isle may like to know that a Tristan da Cunha Association is being formed. Details are available from Mr. M. K. Swales, Tristan Resource Centre, Denstone College, Uttoxeter ST14 5RN.

HMS Dasher: Nina Havers, Sefton House, Bridgetown, Tobago TQ9 5AB, would like to contact anyone who served with her father, Lieut.-Cdr. Pat Havers, Fleet Air Arm pilot who lost his life in this ship in 1943.

E-Boat rescue: Ex-Captain Hans J. Quistorp, Huppenbergstrasse 21, D-5307 Wachtberg, Nr Bonn, Germany, writes that survivors of an E-boat crew rescued in the Thames estuary on January 23, 1945, would like to contact the sailors from Sheerness base who saved them.

HMS Vega: Mr. John J. F. Bull, 8 Tilbury Road, East Ham E6, London has a picture of the old V and W class destroyer's ship's company (1930's) and wonders if anyone is interested.

End of Cox's: Helen Aitken, 40 Kingfisher Close, Wyke Regis, Weymouth DT4 9BA writes: "February 27 was a sad day for many in Pompey, when Cox's in Market Way closed its doors. Would anyone be interested in a Cox's Reunion Club? SAE please."

HMS Glorious: Mrs Sybil Tabb, 14 Withies Park, Midsomer Norton, Bath, BA3 2NU, would like to hear from anyone who knew her father, PO Reg Hughes, lost on June 8, 1940.

Brigline School: Naval children who have attended the Convent High School may be interested to know that a reunion is being held on May 23/24 to mark the golden

jubilee. Details from Mrs Margaret Parry (nee Boycott), 2 Beech Mews, Vale Street, Denbigh LL16 3AU. SAE please.

HMS Thetis: Mr. John Douglas, 2306 Coventry Road, Sheldon, Birmingham B26 3JS has a copy of the book "The Admiralty Regrets," telling the story of the submarine. He would like to give it to anyone who served in the vessel, or failing that to any ex-Ganges boy.

Hong Kong's Army: Lieut.-Col. J. Hutchins, Royal Hong Kong Regiment (The Volunteers), Happy Valley, Hong Kong, is seeking memorabilia about the 133-year-old unit, in order to build up a museum.

Church appeal: St. Ninian's Scottish Episcopal Church, Invergoron, Ross-shire, where many naval baptisms, marriages and funerals took place, needs replacement after 71 years, and £20,000 is needed. The Chaplain of the Fleet is patron of the appeal, which it is hoped that ex-naval people will support. The Rector is the Rev Canon Peter Edwards, St. Ninian's Rectory, 132 High Street, Invergoron IV18 0AE.

HMS Amazon: Mr. D. J. Collingwood, 18 Truelocks Way, Wantage OX12 7EG asks if any reader has information about a Second World War incident when the ship was reported to have limped back to the UK "under sail."

Ladysmith: Mr. W. E. Broomfield, 21 First Avenue, Cosham, Portsmouth PO6 3JH still has his father's watch presented for his part in the siege of Ladysmith. He wonders if owners of similar watches know the circumstances in which they were handed over.

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Plan to boost falling income with subs rise

OF THE 13 motions on the agenda for discussion at the 1987 conference in HMS Nelson on June 20, three concerned with finance could prompt some lively debate.

Two are proposed by Farnham. They want the National Council to aim at establishing an investment fund of £250,000 and that it be raised by appeal.

They also propose that if in any year the excess of income over expenditure falls below £26,000, subscriptions should be increased automatically the following year, not less than £1 a year.

Wear proposes "That the proportion of the 'capitation fee' relating to covenanted subscriptions currently credited to the Area be credited to branches."

Emotive

Bletchley's proposed solution to an emotive issue raised at past conferences is that all National and Area standard bearers' competitions be adjudicated by independent judges, preferably from Service or ex-Service organisations.

Bournemouth want the National Council to arrange for the RNA Conference to be held on the Saturday preceding either of the Bank Holiday Mondays in May.

And Birmingham East want the National Council to amend by-law 98 to allow associate members to vote at branch monthly meetings and at the annual general meeting.

Bristol suggest that the Association ask the appropriate authorities to obtain redress for RN personnel and their dependants for death or injuries sustained in the Corfu Channel Incident in 1946.

Mighty Six man retires

SHIPMATE Bill Pearson, who has retired as chairman of Deeside club, played a big part in establishing one of the largest memberships (1,581), and one of the most successful clubs in the Association.

Bill, popular chairman of the club for 18 years, is one of the "mighty six", including Shipmates Buster Randles, John Kendrick, Jack Leonard, Joe Turner and and Lieut.-Cdr. Alec James RN (retd.), who made up the first committee in 1956.

From this modest beginning the club has grown in strength, boasting five soccer teams, three snooker teams and many others from darts to bagatelle.

Members wished Bill a happy retirement and marked the occasion by presenting him with an engraved carriage clock. He is succeeded by Shipmate Sid Hall, former vice-chairman and welfare officer, who in turn is succeeded by Shipmate Norman Hallmark.

The branch thanked Bill for his great contribution to the club's success, and thanked Shipmates Ken Telford (sports secretary) and Mal Peers (entertainment officer), for their unstinting efforts in the past year.

Having watched with interest the restoration of HMS Warrior, members of Hartlepool will have a permanent reminder of her when she leaves for Portsmouth shortly — a splendid oil painting, presented by artist, Mrs. Margaret Coyle.

They did it in style at the 36th annual dinner of Aldeburgh branch. They had a team of pipers to welcome the deputy president, Vice-Admiral Sir Ernle Pope, Lady Pope, branch president Vice-Admiral Sir Charles Mills and Lady Mills. The pipers were Shipmates Eric Roper, Burt Rubett, Robert Knights and Morris Smith. Over 100 shipmates and guests attended.

Guide dog

Thanks to fund-raising by members of Bishop's Cleeve, £1,000 has been raised to buy a guide dog for the blind. A sponsored row on the Sharpness Canal, plus sales efforts by Shipmate F. Babbage and his wife, and a raffle of a toy St Bernard dog, helped raise the money. The branch thanked all in No. 7 Area who gave their support.

Reading members plan to celebrate the golden jubilee of the branch on September 27, with a parade and re-dedication of the branch standard in St Laurence Church, followed in the evening by a social at the Old Town Hall.

During a visit to Liverpool by HMS Beaver, members of the ship's company renewed their friendship with Bolton, the ship's adopted town.

The week's programme of events included a ship's company dance and many sporting events, including a challenge tug-of-war. The branch extended a warm welcome to the visitors, and organised a buffet supper and reception for 50 of them.

There was a great welcome also for the Beaver cyclists who completed a charity ride from John O'Groats to coincide with the visit. The cyclists were greeted by the Mayor and Mayoress and over £500 was raised.

A fashion show organised by Ayr and Prestwick at the Towans Hotel was attended by 120 spectators and raised over £250 for naval charities.

At the annual general meeting of Gravesend, Shipmates Ron Taylor and Jack White stood down and were replaced by Shipmates John Ventham (social secretary) and Henry Bull (secretary). The branch



It's all in a name at York

GETTING names confused is not something that worries members of York branch, seen above in a happy mood as they witness Shipmate Derek Watson (left), receiving a certificate of life membership in honour of his work for the branch, from Shipmate Derrick Watson, branch chairman.

Derek, a founder member and anchor man for almost a decade, has been forced by illness to relinquish his post of secretary.

But his expertise will not be lost, for the branch have elected him vice-chairman, which must score a double for York — a Derrick Watson as chairman and a Derek Watson as vice-chairman.

passed a vote of thanks to the outgoing officers.

Shipmate John Turnbull, hard-working social secretary of Aldenham — whose fund-raising helped to net £500 last year for the Royal Star and Garter Home, and a further £500 this year for St David's Home, Ealing — was made a life member of the branch before he took over as chairman of Uxbridge.

BRANCH NEWS

Though he will be missed by his Aldenham shipmates, they are delighted that his wife Ann is taking over her husband's former responsibilities as social secretary.

The Trafalgar Association, on behalf of Southampton branch, organised a concert in the Guildhall which raised £2,000 for the Royal Naval Benevolent Trust. Music was provided by Royal Marines Band of the Commander-in-Chief Naval Home Command.

Another successful concert organised by Dartford raised money for King George's Fund for Sailors. The programme of music provided by the Royal Marines Band of the Commander-in-Chief Fleet, proved such a big attraction that a provisional date has been booked for another concert next year.

Reunion

Members of Cirencester would be pleased to hear from anyone who served in HMS St Kitts (1945-46) under the command of their president, Lieut.-Cdr. J. Birch RN (retd.), for whom they plan a small reunion. Those interested should contact Shipmate N. E. Whereat, 46 Cotswold Avenue, Cirencester, Glos. GL7 1XW (tel. 0285-2827).

Members of Newbury and District are grateful to HMS Manchester for meeting the wish of a former Master at Arms in the wartime cruiser HMS Manchester, Shipmate Stanley Langford.

On March 2, his ashes were committed to the sea from the present Manchester.

The construction of the Sail Training brigantine Young En-

deavour, Britain's gift to Australia to mark her bicentenary, has been watched by members of Beccles.

Members of the Royal Australian Navy, who will form her permanent crew, are guests of the branch during their stay in Beccles, and until the ship is launched in June.

Members have also been busy fund-raising to meet the cost of sending Miss Patricia Moore to the US to take part in the Special Olympic Summer Games for the mentally handicapped.

Patricia's father, Shipmate Barry Moore, is a member of the branch, which has already raised £200 towards the cost of her trip.

Shipmates of Dewsbury, Batley and Birstall celebrated their silver jubilee in customary style with a parade, and service at Batley Parish Church.

After the service they held a reception in the RFA Club, guests including Shipmate George Bell, chairman of No 11 Area, and representatives of the Sea Cadet Corps, Lieut.-Cdr. A. King and J. Mayfield.

Members of Harlow mourn the loss of a popular member, Shipmate Ron Evans, formerly of Edmonton branch. Ron had a good sense of humour and on retiring from the Navy after 31 years, applied for the traditional document issued to sailors on reaching the age of 55, which they carried to prevent being press-ganged.

The document had been out of use for over 100 years, but to Ron's surprise the Admiralty produced a replica, which is among the treasured souvenirs of Harlow branch.

Sheffield branch annual dinner, held in the Companions' Services Club, was enjoyed by all who attended, particularly members of the newly formed Bolton on Dearne branch, who were among the guests.

No 11 Area standard bearers' competition will be hosted by York at 1100 on Saturday, June 27, at Lumley TA Barracks, Burton Stone Lane, York.

Presentation officer will be Capt. Wood RN. The branch also eagerly await the visit of their adopted ship, HMS York, to Hull, during the summer.



Left the RN?

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DORCHESTER, DORSET

Voluntary Aided Day and Boarding Upper School for Boys

- ★ Hardy's has a long record of academic excellence, offering a wide range of G.C.S.E. and A-level courses, and a curriculum which includes computer studies, modern science facilities, technical and vocational training, art, music and drama.
- ★ Dorchester is in the heart of the Dorset countryside, with easy access to the sea.
- ★ Boarding for 36 boys aged 11-18 in a spacious and comfortable house near the School yet central to the town, where the accent is on a caring and family atmosphere, with staff who have a long experience in meeting the needs of service families.
- ★ The Boarding fee is currently £875 per term.
- ★ A lively Sixth Form of around 130, providing an average of 35 entrants annually to degree courses.
- ★ At Hardy's there is a wide range of sport utilizing thirteen acres of playing fields, swimming pool, all-weather hockey pitch, six hard tennis courts and a large sports hall. Outdoor pursuits include sailing and windsurfing. The School is proud of its sporting achievements.
- ★ All three services are represented in a large and old-established Combined Cadet Force.

Inquiries to:

The Head Master, P. A. Close, M.A.
 Telephone: (0305) 67841

BOYS PREP SCHOOL

Burys Court
 Leigh, Reigate,
 Surrey
 Tel. (030 678) 372

- ★ Boarding for 6½-13½ year-old boys
- ★ Small classes, individual attention
- ★ Fees not more than Services Boarding School Allowances
- ★ Good science and music facilities
- ★ Computers and videos
- ★ Preparation for exams at 11+ and 13+
- ★ Good sports amenities, including Judo and Swimming
- ★ Help with travel arrangements

For Prospectus, write or telephone The Headmaster

HELENSBURGH PARK LODGE SCHOOL

CO-ED DAY. 2½-12 YEARS

- ★ Excellent record for successful preparation of pupils for entry to public and independent schools throughout the country
- ★ Traditional academic education
- ★ Individual tuition within small classes
- ★ Happy caring environment
- ★ Many sporting and recreational activities

Prospectus from:

The Principal

PARK LODGE SCHOOL

17 Charlotte Street - Helensburgh - Dunbartonshire

Telephone 0436 3008

ROSEMEAD SCHOOL

Littlehampton, West Sussex, BN17 6AL

Principal, Mrs J. Bevis, B.A.

Girls' Independent Day and Boarding School

Day girls from 4 to 18. Boarders from 11 to 18.
 Prep. School for day girls and boys from 4 to 11.

Situated on the Sussex Coast, close to the South Downs and within easy reach of Gatwick and Heathrow; escorted travel available by road or rail. We offer:

- Small Classes • Large Sixth Form • Good Sporting Facilities
- Strong Science, Music, Art & Drama • Information Technology
- Full boarding school facilities and thriving programme of out of school activities

For a prospectus, or to arrange a visit, telephone or write to:- The Secretary, Mrs N. Finch, Tel: 0903 716065



Wykeham House School

Independent Day School for Girls aged 4 to 16 years
 East Street, Fareham, Hants PO16 0BW

Wykeham House provides an independent education for your daughter in a School with a tradition of courtesy and care, where class size and option groups are small and academic excellence is encouraged.
 For further details and prospectus please contact the Bursar.

Telephone Fareham (0329) 280178

Wilton House School

Battle, Hastings

East Sussex TN33 9BS

0424 83234

Co-educational boarding and day school

Head office
 and senior school:
 Catsfield Place
 Battle
 0 and A Levels
 13-18 years



Junior
 school:
 Broomham
 Guestling
 Hastings
 5-13 years

Small classes. Remedial and individual tuition arranged when required. Computer workshop, swimming pools, tennis courts, games fields and horseriding. Escort services to and from airports. Special terms for Service children additional to Service grants.

Established since 1954

Apply: The Principal at head office

THE COLLEGIATE SCHOOL

WINTERBOURNE
 BRISTOL BS17 1RL
 (Girls 4-18)



A happy, purposeful school of over 200 girls, half boarding, half day, in a homely setting close to Bristol.

Small classes and a well qualified and caring staff mean good examination results from a fairly wide ability range.

New science lab. New boarding wing. Small ability-setted classes work towards GCSE, A levels and university / college entry.

Clubs each evening and week-end activities
 OUR PARTICULAR INTEREST IS DRAMA — at GCSE and Advanced levels. Opportunities for all, with evening lectures, week-end workshops and theatre visits.

Travel arrangements made if parents are overseas

For prospectus telephone: 0454 772156



ST JOHN'S PREPARATORY SCHOOL

Alton Castle, Alton, Stoke-on-Trent, ST10 4AH
 Catholic Preparatory School

Founded 1898

I.A.P.S. boarding and Day School for Boys and Girls aged 7-13 years, conducted by the sisters of Mercy, assisted by a fully qualified Male and Female staff.
 Pupils are prepared for Common Entrance and Scholarship Level Entrance to Public Schools.

Family atmosphere, excellent academic record, music, art, computer studies and good record in all sporting activities. Orchestral Music and Drama are also a very strong feature of the School. The School has its own Chapel, and heated outdoor swimming pool. No official Half Term.

Pupils are escorted to all main Stations and Airports.

Also Pre-prep and Nursery Section aged 4-7 years. — Scholarships, Bursaries.

Contact: The Headmistress

Telephone Oakmoor (0538) 702397

EASTBOURNE COLLEGE OF DOMESTIC ECONOMY

This residential College for 16-21 year olds, pleasantly situated near to the seaford, offers a three term Diploma Course.

Students can specialise in Cordon Bleu Cookery, Catering or Advanced Dress. Courses commence in January and September. 'O' and 'A' Level re-takes arranged.

A variety of extra curricular activities are available.

Write or telephone for a Prospectus

1 Silverdale Road, Eastbourne BN20 7AA 0323 30851

ACTON REYNALD GIRLS' SCHOOL

SHREWSBURY, SY4 4DX

Established 1873

Independent Boarding School for Girls aged 7-18 years offering fee reduction of 20% for Service Families

Prospectus and further details from The Principal,
 Mrs. D. Matthews, telephone: CLIVE (093928) 365

EDUCATION AND MISCELLANEOUS

LAUNCESTON COLLEGE

DUNHEVED ROAD,
LAUNCESTON,
CORNWALL PL15 9JN
(0566) 2468

Headteacher:
Mr. C. D. Cooper, M.A.

BOARDING PLACES

A number of vacancies exist for boarding places for boys at Launceston College from September 1987

No tuition fee will be payable, and aid towards the boarding fees may be given in accordance with the Committee's Scale, in approved cases

Interested parents or guardians may contact the headmaster in the first instance for further details

Application Forms and a Prospectus may be obtained from:

N. W. Barr (Ref. CS/M),
Secretary for Education, County
Hall, Truro TR1 3BA (0872) 74282
Ext. 2463 or the Headmaster
CORNWALL EDUCATION
COMMITTEE

BEMBRIDGE SCHOOL

Boys and Girls
aged 7-18 years
Boarders, Weekly Boarders
and Day Pupils

A small, friendly school in an unrivalled setting on the eastern tip of the Isle of Wight. One hundred acres of cliff top playing fields and woodland. Good academic results. Excellent computer, library, laboratory, music, craft, and art facilities. Squash, tennis courts, a golf course, sailing, netball. Private beach. 15 minutes by ferry from Portsmouth. Pupils and prospective parents met by our own transport.

Bembridge School, Isle of Wight,
PO35 5PH
Telephone: Isle of Wight (0983)
872101/872102



THE SCHOOL OF ST CLARE

PENZANCE TR18 4JR

A Girls' School of the Woodard Corporation with a fully Co-Educational Junior School

Boys 3-11 Girls 3-18

Full boarding and weekly boarding can begin at 8 years of age. Wide choice of GCSE and A-level subjects, together with a number of secretarial courses. The school is set in beautiful grounds, overlooking Mounts Bay, and provides ample opportunity for a wide range of extra curricular activities and sports. Full advantage is taken of the surrounding countryside and coastline. Girls over 14 are encouraged to participate in the Duke of Edinburgh Award Scheme. There is a strong emphasis on music, drama, and dance. Girls with parents overseas most welcome. Weekly boarding possible for children from RNAS Culdrose. 10% reduction in fees for children of Service personnel
Prospectus from the Headmaster, Ian Halford, M.A. PENZANCE 63271

WHICH SCHOOL?

Independent Schools Information Service offers FREE book of junior/senior schools in the Southwest

ISIS, The Green Tree, Ditchat,
Nr Shepton Mallet, Somerset, BA4 6RB
Tel: 074986 535
Send two 1st class stamps

Exeter Cathedral School

Set in the tranquil Cathedral Close it is a Preparatory School for boys 7-13 years, both day and boarding (weekly boarding welcomed). Full curriculum, sports programme and music (choral and instrumental) tuition. Within easy reach of RM Lymington and RN Devonport and Plymouth.

For further details, write to:
The Head Master, Hall House
15 The Close, Exeter EX1 1EZ
or telephone 0392 55298 (24 hrs)

YOUR child's education? WE OFFER YOU ...

CARING family atmosphere
SMALL well-equipped classes
HIGHLY qualified and committed staff
HIGH academic expectations and standards
HIGH standard of manners and behaviour
WIDE range of sporting and leisure activities

GLENHAW SCHOOL TAKES GREAT CARE

to ensure that your children receive our attention as individuals so that they may happily develop their academic and social potential to the utmost.
IAPS - Co-educational day and boarding school (4-14)
SALTBURN-BY-THE-SEA, CLEVELAND TS12 1JT
Scholarships / bursaries offered for children of high academic calibre or worthy of special consideration. Reductions for families.

For Free prospectus and details contact:
HEADMASTER'S SECRETARY
Telephone: Guisborough (0287) 22321

When replying to advertisements
please mention
NAVY NEWS

NEWLANDS SCHOOL

Seaford, East Sussex
Telephone (0323) 892334
CO-EDUCATION

Newlands was opened in 1814 and, since its foundation, the Headmasters have all been members of one family. There are 250 boarders and day children aged 7-13½. The boarders sleep in the main building and are supervised by the Headmaster, his wife, and four Matrons, one of whom is a trained nurse. The school is surrounded by 15 acres of land, of which 12 acres is set aside as playing fields. The grounds include an all-weather football pitch incorporating 3 hard tennis courts and basketball court. There is a large indoor rifle shooting range, carpentry workshop, Home Economics room, and the Music Centre covers the tuition of a wide range of instruments. Association football, rugby, hockey, cricket, athletics, netball and tennis are the principal organised sports. Boys and girls are prepared for the Common Entrance and Scholarship Examinations to all Public Schools and to Newlands Manor, our own Senior School. Newlands undertakes the responsibility for all travel to and from the School, visa applications and transport to Heathrow and Gatwick (only one hour from the School). We also arrange for families known to us to welcome children for half terms in cases where relatives or guardians are not available. In addition to the Service Grants, a further generous reduction in boarding fees is given.
Prospectus and further information from the Headmaster.



CAWSTON COLLEGE CAWSTON, NORWICH, NR10 4JD

Independent boarding school for boys with day girls and boys
Provides a full academic curriculum to GCSE
Sited in rural Norfolk on the edge of Broadland with grounds of 125 acres of which 22 acres are playing fields.

SCHOLARSHIPS ARE AVAILABLE TO CHILDREN OF SERVICE FAMILIES
Further information and prospectus available on request
Write or telephone: NORWICH (0603) 871204

Upper Chine School

Headmistress Miss B. A. Philpott, B.Sc., Dip. Ed.
SHANKLIN, ISLE OF WIGHT

Independent G.S.A. Boarding and Day School for Girls from 5-18 years
Majority of girls from naval families. Very low staff / pupil ratio
Low boarding and tuition fee of £1,295 to assist mainland parents
Entrance and sixth form scholarships, drama and music awards available
For a free prospectus write or telephone: (0983) 862208 / 864822

CHILTON CANTELO SCHOOL

Yeovil, Somerset. Telephone (0935) 850555

Co-ed (Age range 11-18) 100 + pupils
GIVE YOUR CHILDREN ALL THE BENEFITS OF A BOARDING SCHOOL AT A PRICE YOU CAN AFFORD
Continuity in schooling. Happy "family" atmosphere in beautiful country. Keep brothers and sisters together. Highly qualified staff. Small classes and up-to-date labs. Self-discipline, good manners and self-confidence. 20 acres ground and playing fields. Highly efficient Sea Cadet unit. Sailing and many activities. We have even made provision for you to pay by Barclaycard.
Telephone or write for free illustrated prospectus. Some vacancies.
Accredited by ISJC

THE PREPARATORY SCHOOL Sherborne · Dorset · DT9 3NY

A boarding and day preparatory school offering an excellent all round education to boys and girls aged 7 to 13.

We have a successful record of examination results, both at Common Entrance and Scholarship level, and pupils go on to Sherborne, Sherborne School for Girls and other Independent Senior Schools.

Sport and Music are strong and there is an extensive programme of after-school and weekend activities in which day pupils are welcome to join. There is a discount for Service Families who have more than one child at the School.

For further details, or to arrange a visit, please write or telephone:
Robin Lindsay, M.A., Headmaster

Telephone · Sherborne · (0935) · 812097



ROYAL HOSPITAL SCHOOL Holbrook, Near Ipswich

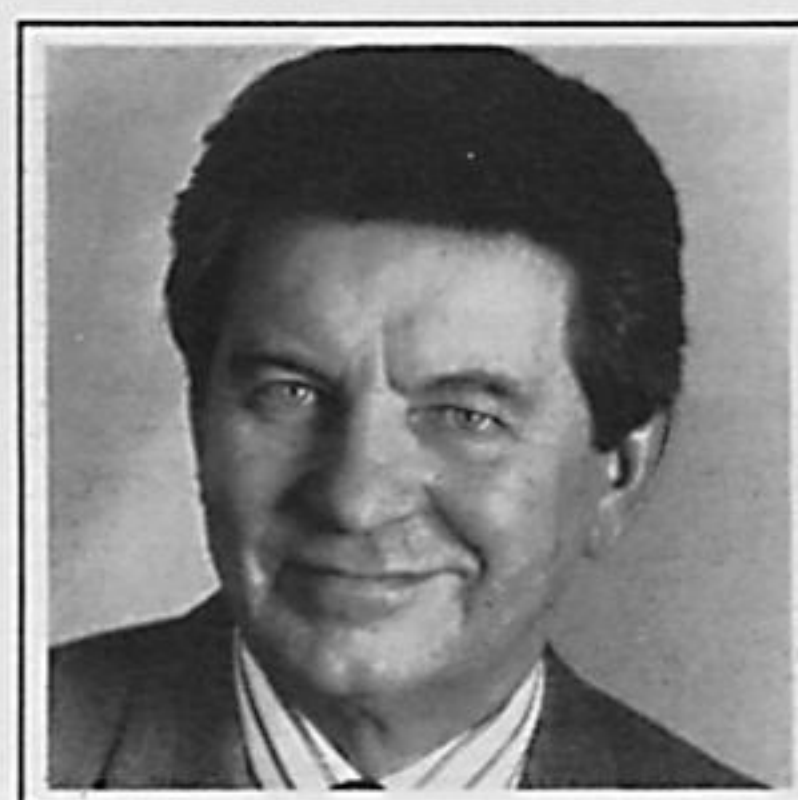
Boarding school for 700 boys, aged 11-19, who must be sons or grandsons of seafarers. Owned and governed by Greenwich Hospital, the School is situated in beautiful countryside overlooking the Stour Estuary.

Full academic curriculum (GCSE and A-level), 65 teachers, large sixth form. Many boys go on to University and other forms of higher education, as well as the Armed Services at all levels. Facilities are excellent: chapel, choir, band, swimming pool, gymnasium, tennis and squash courts, over 50 acres of playing fields, and a fleet of boats for sailing in the estuary or local reservoir. Strong CCF. Fees are subsidised by Greenwich Hospital; current maximum is £1017 term. Fees of parents not entitled to Services Boarding School Allowance are assessed on basis of ability to pay.

Entrance examination in January (for entry in following September) for boys aged 11+, 12+, or 13+ but under 14. Most boys enter at 11+. Applications for boys who will be between 11-13+ in September 1988 are invited now.

Special escorted coaches are arranged to transport boys from Portsmouth, Plymouth and other areas at the beginning and ending of term, and at half-term. There is an escort on a special train for boys going to and returning from London.

For prospectus and further information, please apply to the Director of Greenwich Hospital, 13 Devonshire Square, Bishopsgate, London EC2M 4TQ. Telephone No. 01-247 2785/5774.



"SSAFA give Service families
an anchor to hold on to.
They get my support..."
says Richard Baker, ex-RN.

"...and SSAFA could help you."

SSAFA is expanding its volunteer effort in bases, garrisons and stations at home and overseas. The SSAFA volunteer network already covers every town and village in the UK, caring for Service and ex-Service families.

So whether your problem is a local one, or back in your home town, SSAFA will give you friendly advice

and speedy, practical support. The SSAFA service is confidential.

If you, or a friend need a helping hand, contact your local SSAFA uniformed or volunteer representative or write direct to:

SSAFA Central Office,
16-18 Old Queen Street,
London SW1H 9HP.
Tel: 01-222 9221.



SOLDIERS' SAILORS' AND AIRMEN'S FAMILIES ASSOCIATION

First Sea Lord launches new naval history book to mark 70th birthday of KGFS

Sailors' army of volunteers

THIS year King George's Fund for Sailors celebrates its 70th anniversary. Set up in 1917 when the U-boat menace was at its height and casualties at sea were mounting daily, the Fund co-ordinated the bewildering array of charities which existed to look after the needs of seafarers.

The Fund was established by prominent ship owners, merchants and businessmen, officers of the Royal and Merchant Navies and representatives of marine benevolent institutions.

A general subscription list was opened and special fund

raising groups were formed.

By the end of the year a list of 87 officially recognised charities had been drawn up and donations to the Fund reached £207,000.

It was King George V's idea that the Fund should be named

after him and his son Prince Albert became its President.

Today there are over 160 nautical charities, funds and trusts served by the King George's Fund.

And over the past two years KGFS has made grants totalling



almost £3 million to those who applied for help.

Some of the money has gone on routine long-term commitments and the rest to meet unexpected specific needs.

Some of the trusts and charities applying care for the old and infirm, others are widows and dependants of former sailors.

Cash is provided for accommodation, schools, training ships, clubs and missions, and two separate Distribution Committees meet annually to disburse the money.

Thanks to the foresight of the Fund's founders almost half the annual income comes from investment. The rest is from legacies, deeds of covenant, donations and fund-raising like flag days.

Less than two dozen full- and part-time employees administer the Fund, including nine area organisers responsible for the co-ordination of local fund raising throughout the UK.

Much of the work is done by volunteers, with support from naval areas where ships and shore establishments organise fetes, fairs, tattoos and open days to raise money.

Elsewhere supporters of the Fund work with members of the RNA and Association of Wrens to hold money-spinning events.

ABOVE: In Charles Dixon's painting of Queen Victoria's Diamond Jubilee Fleet Review at Spithead on June 26, 1897, can be seen the might of the Royal Navy.

On the right of the picture, featured on page 26 of the new book KGFS has launched to coincide with its 70th anniversary, can also be seen the Royal Yacht Victoria and Albert.

BELOW: King George V, who lent his name to the new Fund back in 1917, at the helm of his Royal yacht Britannia.



Colourful history

To mark the 70th anniversary the KGFS launched a new book, the Royal Navy — 1000 Years of Peace and War.

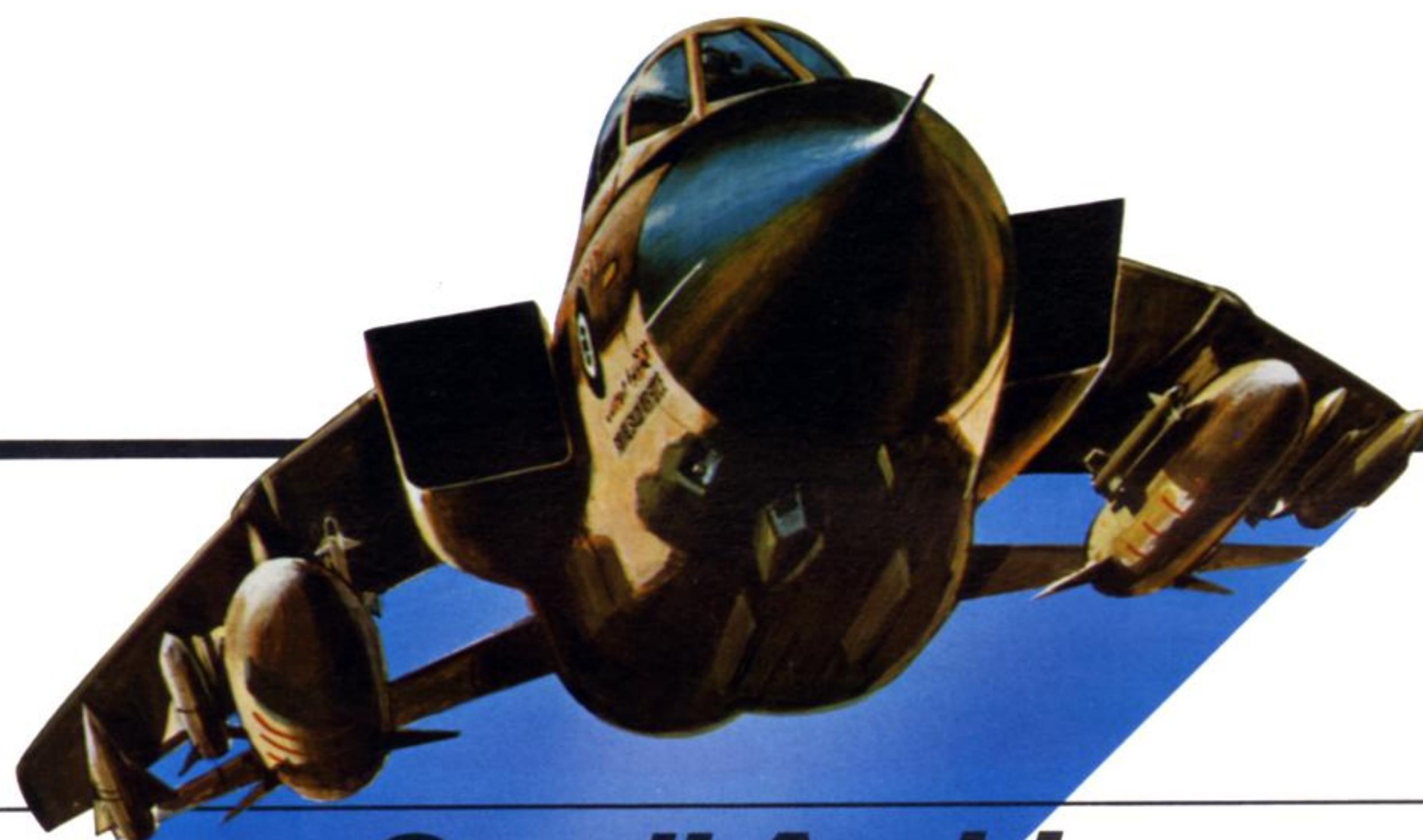
At a reception in HMS President, the RNR London Divisional HQ, the First Sea Lord, Admiral Sir William Staveley, officially launched the book to a distinguished audience which included the Defence Secretary, Mr George Younger.

The hardback book, which costs £15, is available from the KGFS at 1, Chesham Street, London SW1X 8NF. Please enclose an additional £2 for package and posting.

The 140 colour plate pages have been sponsored by industry and business so all its proceeds will go to the Fund.

In his foreword the President of KGFS, Prince Philip, refers to the naval generations who have "been called upon again and again to defend the freedom and independence of the people of the British Isles."

Also being held this year to mark the anniversary is a 70th birthday reception in London in December. And in July a celebration reception and dinner is being staged by the Fund at the Scottish Museum of Modern Art in Edinburgh.



Saudi Arabia Where Service experience means high tax-free earnings

The Saudi Arabian agreement for the purchase of Tornado aircraft, Hawk jet trainers and PC-9 turboprop trainers has brought British Aerospace new long-term responsibilities for providing the Royal Saudi Air Force with a wide range of training and support services.

For personnel with the necessary qualifications and experience, this has opened the way for exceptional opportunities to earn **high tax-free salaries** after leaving HM Services. Because accommodation, food and medical services are free, working with British Aerospace in Saudi Arabia can provide ex-Servicemen with the sound foundation needed to build a prosperous future in civilian life.

We shall be pleased to hear from anybody with recent and relevant Service experience but are particularly interested in men with qualifications and experience in the following trade categories:

Technical Instructors

We have requirements on our staff at the Technical Studies Institute, Dhahran, for fully qualified and experienced Technical Instructors to train Royal Saudi Air Force personnel in many specialities, including Air Defence Radar, Avionics/Navigation, Aircraft Electrical,

Missile Maintenance, and Aerospace Ground Equipment. At least two years' experience as an instructor in a Service Technical Training School or Technical College is essential.

Aircraft Technicians

There are vacancies for Technicians with at least 3 years' experience in the maintenance of airframe, propulsion, electrical and weapon systems, as fitted in modern fast jet strike aircraft.

Avionics Technicians

Qualified personnel are required who have at least 3 years' experience at advanced trade level in the servicing of modern airborne avionics systems and equipment, particularly flight systems, air radar and air communications.

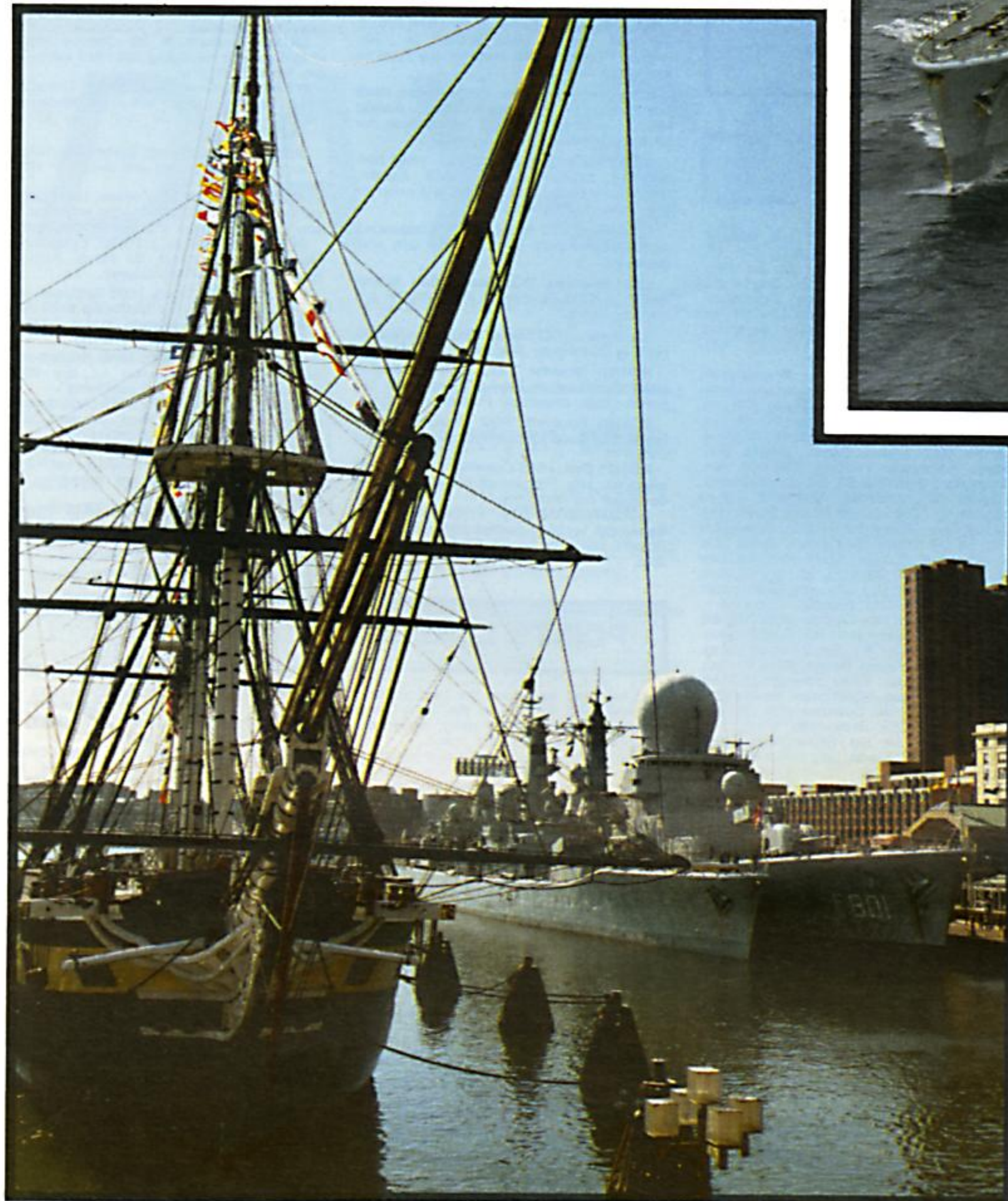
For fuller details of these opportunities, please write quoting reference 029/NN to: The Personnel Officer, Saudi Arabia Support Dept., FREEPOST, British Aerospace PLC, Military Aircraft Division, Warton Aerodrome, Preston, Lancs PR4 1LA or telephone Preston 634317.

BRITISH AEROSPACE

...up where
we belong



THE LADY AND THE TROMP...



JUDGING from these pictures, HMS Danae has found a constant "buddy" ship in the Dutch frigate HNIMs Tromp.

They appear here together at rest and work during deployment Stateside with the Standing Naval Force Atlantic (STANAVFORLANT).

On the left the Danae — named after the mother of Perseus — and the Netherlands' "Kojak" frigate lie alongside, their grey lines standing in stark contrast to the masts and spars of the historic frigate USS Constellation.

Our picture above shows the Royal Navy warship at

sea with the Tromp, which earned her Kojak nickname as a result of the large radar dome which dominates her superstructure. The ship astern is another member of the squadron, the frigate USS Taylor.

STANAVFORLANT left Fort Lauderdale, Florida at the end of February for a five-day visit to Baltimore, where ships of the Force were open to visitors. The third picture, taken from the Tromp, shows the Danae inboard of the Taylor.

Norfolk

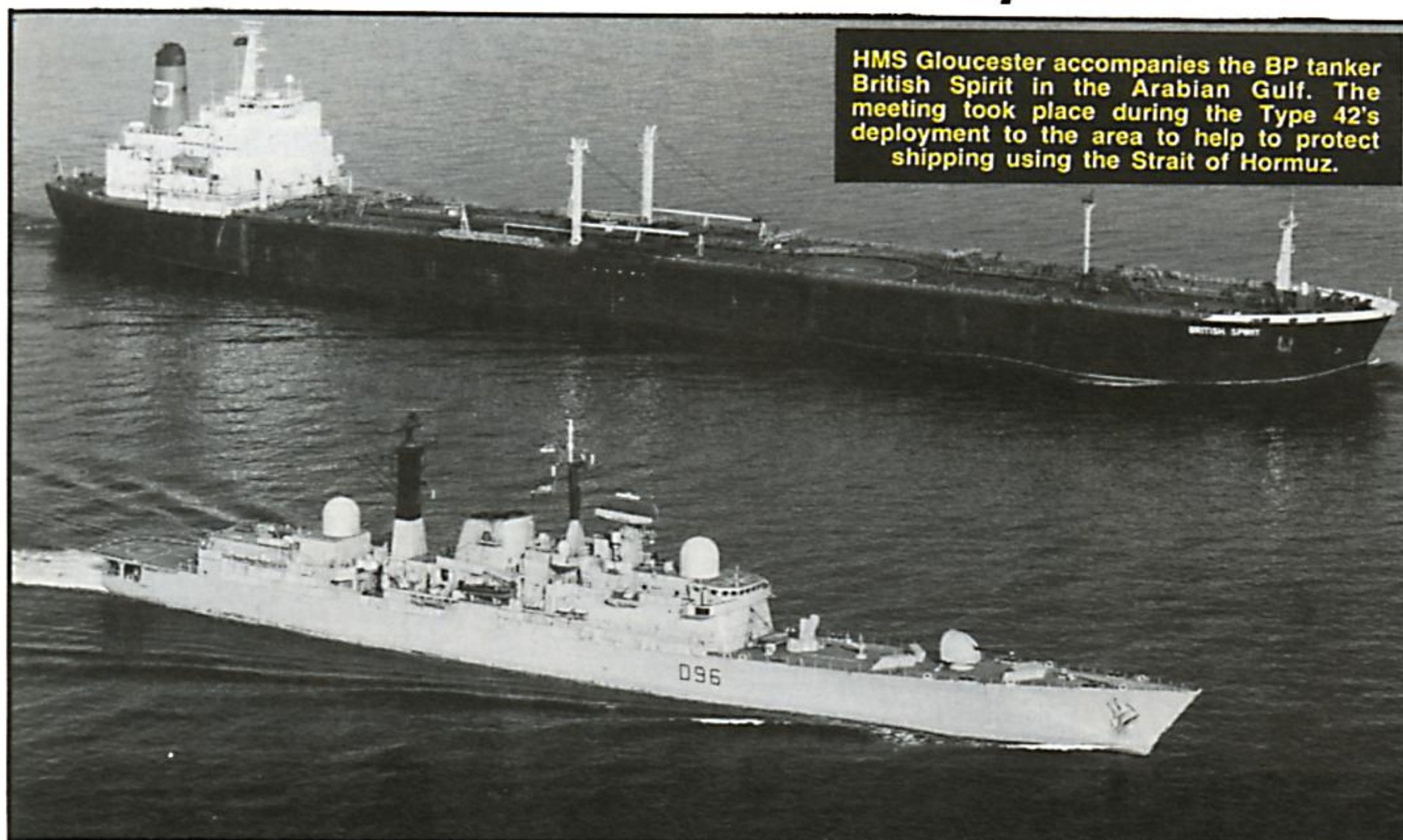
From there, on March 11, the Force left for Norfolk, Virginia for a three-week maintenance period.

While in the US naval base, the new commodore of STANAVFORLANT, Commodore L. G. Mason of the Canadian Armed Forces, took over from Commodore F. J. Haver Droeze of the Netherlands. Although Canadian, Commodore Mason was born in Britain while his father was serving in the Canadian Army in the Second World War.

Pictures: Sub-Lieut. Bob Dales



Gloucester's kindred spirit . . .



HMS Gloucester accompanies the BP tanker British Spirit in the Arabian Gulf. The meeting took place during the Type 42's deployment to the area to help to protect shipping using the Strait of Hormuz.

Escape plan by computer

DEVELOPMENT of a software package to calculate a submarine crew's endurance under escape conditions is the subject of a Ministry of Defence contract awarded to YARD Ltd., of Glasgow.

In circumstances requiring a crew to escape from a submerged boat, it is important they do not escape to the surface before a rescue vessel is in position.

In such conditions, the atmosphere is maintained by the burning of oxygen candles and by pumping the air through carbon dioxide absorption canisters. The software to be developed by YARD will calculate the endurance time and provide instructions for the use of candles and canisters, to supplement information already provided.

Calculations relating to the generation of oxygen by the candles are straightforward, but the timing for changing canisters is more complex.

First version of the software is running on a shore-based installation, but it is expected that later versions will be required

for rescue vessels and in hand-held computers on board submarines. It is envisaged that by providing more accurate instructions to the crew, endurance time — and so safety — will be increased.

'Nelson Run' for charity

NELSON'S birthplace, Burnham Thorpe in Norfolk, is the scene of the Nelson Run at noon on July 4.

Organisers, World Runners, would welcome Royal Navy teams, families or individuals. Money raised will be shared between famine relief and refurbishment of the church where Nelson was christened.

Details are available from The Nelson Run, 52 Tattershall Drive, Hemel Hempstead HP2 7QF (tel. 0442-46401).

NOTICEBOARD

PROMOTIONS
TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in April:

OPERATIONS BRANCH
SEAMAN GROUP

To CPO(SEA) — K. M. Fryer (Brilliant), J. W. O'Byrne (Naiad).
(COMMUNICATIONS GROUP) REG. PT and R

To CRS — M. L. Taylor (FO Plymouth), A. Sandham (Gloucester).

MARINE ENGINEERING

To CMEM(M) — G. R. Barton (Haslar), F. J. Petrie (Raleigh).

SUPPLY AND SECRETARIAT

To CPOSA — J. L. Wood (Raleigh).

FLEET AIR ARM

To CAEM(M) — A. R. Vansittart (Neptune).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in March for the following ratings to be promoted to acting charge chief artificer:

To ACCWEA(WDO)(SM) — R. Lackford (Dolphin).

To ACCMEA(L)(SM) — J. A. Wroblewski (Superb).

To ACCMEA(EL)(SM) — J. A. Stather (Spartan), D. J. O'Connell (Turbulent).

To ACCMEA(ML)(SM) — G. Winterbottom (Turbulent).

To ACCWEA(OC) — M. M. Silcock (Tamar).

To ACCMEA(M) — R. A. Wiseman (Sultan), W. R. Donaldson (Minerva).

To ACCAE(M) — I. A. Bowles (Seahawk), K. Smith (Seahawk), W. Sibley (Daedalus), D. J. Stosiek (Daedalus), A. J. P. Dunn (Seahawk).

To ACCAE(WL) — J. M. Flurey (Heron 899).

To ACCAE(R) — P. K. Bissett (Osprey).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in January:

CPOMEA — B. A. Gray (FOST), C. Greathouse (Defiance), A. J. House (Defiance), G. J. Hutchison (Sultan), D. N. Markland (Brazen), D. M. Morris (Sultan), T. D. Patterson (Edinburgh), M. Salmons (Sultan), G. R. Sams (Trafalgar), F. G. Simpson (Sultan), A. J. Spendlove (Scyllia), R. J. Thomas (Sultan), D. S. Warman (Andromeda).

CPOMEA — C. G. Barrett (Sultan), D. K. A. Burrell (Renown Port), A. J. Clarkson (Boxer), S. J. Cole (Resolution Port), J. M. Edwards (Ariadne), M. C. Gard (Battaxe), J. S. Henn (Penelope), D. Humphries (Nelson), A. Marriot (Ariadne), R. G. W. Taylor (Superb), M. Thompson (Neptune), J. F. Wallace (Defiance), I. P. Ward (Euryalus).

CPOMEA(L) — P. E. Edwards (Naiad), R. Stokes (Rothsay).

CPOMEA(M) — M. P. King (Daedalus), A. G. Scott (Daedalus).

CPOMEA(WL) — K. Woods (815 Ft 242).

CPOMEA(WL) — A. J. Petterson (Seahawk).

CPOMEA — G. Abram (Galatea), S. M. Branigan (Repulse Port), S. Hay (Intrepid), L. V. Hodges (Repulse Port), M. A. Houghton (Neptune), A. McCormick (Phoebe), G. Rowland (Conqueror), W. F. J. Thorpe (Defiance), D. J. Wheatley (Cleopatra).

CPOMEA — B. Bowers (Andromeda), K. Chivers (Revenge Port), S. G. Richards (MOD CNWSE).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in January:

CT1 — I. R. Fitzpatrick (9th Sig. Regt).

ACT1 — K. McDonald (Brave).

NEW FOSNI

NEXT Flag Officer Scotland and Northern Ireland, and Port Admiral Rosyth, is to be Rear-Admiral Jock Slater. He is to be promoted vice-admiral and also to be Commander Northern Sub Area Eastern Atlantic and Commander Nore Sub-Area Channel in succession to Vice-Admiral Sir George Vallings in October.

Among his appointments, Rear-Admiral Slater has commanded HM ships Sober-

APPOINTMENTS

ton, Jupiter, Kent, and Illustrious, later taking command of HMS Dryad and the School of Maritime Operations. In 1985 he became Assistant Chief of Defence Staff (Policy and Nuclear).

Commodore K. J. Eaton, an Engineering specialist, is to be promoted rear-admiral and to be Flag Officer Portsmouth, Naval Base Commander Portsmouth and Head of

Establishment of the Fleet Maintenance and Repair Organisation in succession to Rear-Admiral A. Wheatley in October.

Other appointments recently announced include:
Capt. J. B. R. L. Langdon, As Chief Naval Judge Advocate, September 4.
Cdr. R. S. B. Davies, Newcastle in command, August 18.
Cdr. R. P. Barton, Alacrity June 23 and in command.
Lieut.-Cdr. R. H. Skelding, Leeds Castle July 2 in command.

PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Jane (20), 5ft. 8in. Metheringham, Lincs. Hayley (20), 5ft. 4in. Plymouth, Devon. Helen (21), 5ft. 4in. Worthing, Sussex. Inez (16), Sedgley, W. Midlands. Lorraine (27), 5ft. 2in. Southampton. Teresa (28), 5ft. 4in. Gosport, Hants. Sharon (21), 5ft. 4in. Plymouth, Devon. Carol (26), 5ft. 4in. New Brighton, Merseyside. Sandra (23), 5ft. 4in. Sevenoaks, Kent. Caroline (19), Gravelly, Cambs.

Sue (21), 5ft. 4in. Bromley, Kent. Stella (40), Wolverhampton, Staffs. Julie (25), 5ft. 4in. Exeter, Devon. Karen (25), Christchurch, Dorset. Jayne (46), 5ft. 10in. Gosport, Hants. Marie-Teresa (48), 5ft. 2in. Minehead, Somerset. Karen (23), 5ft. 6in. Folkestone, Kent. Debbie (22), 5ft. 6in. Plymouth. Shirley (32), Havant, Hants. Julia (19), Portsmouth, Hants. Helena (24), 5ft. 2in. Leicester.

Karen (22), 5ft. 2in. Rochdale, Lancs. Linda (29), 5ft. 2in. Leeds, Yorks. Sera (26), 5ft. 4in. Grantham, Lincs. Amanda (18), Whitby, Yorks. Anne (21), 5ft. 4in. Sheffield, Yorks. Victoria (18), Liverpool. Diane (25), Walsall, W. Midlands. Mandy (23), 5ft. 3in. Crowborough, Sussex. Susan (38), 5ft. 9in. Oxford. Charlotte (18), 5ft. 2in. Sheffield, Yorks.

Sandy (32), Skelmersdale, Lancs. Gillian (29), 5ft. 2in. Rochdale, Lancs. Yvonne (39), Wolverhampton, W. Midlands. Annette (22), Milton Keynes, Bucks. Jennie (22), 5ft. 7in. Havant, Hants. Judith (18), 5ft. 5in. Walsall, W. Midlands. Pamela (36), Portsmouth, Hants. Lee (22), Basildon, Essex. Shirley (21), 5ft. 5in. Oldham, Lancs.

Sue (21), 5ft. 7in. Birmingham. Amanda (17), Somerset. Somerset. Jenny (19), Nottingham. Angela (18), 5ft. 8in. Walsall, Staffs. Hannah (23), 5ft. 6in. Horley, Surrey. Tina (18), Merthyr Tydfil, Mid. Glamorgan. Frances (27), 5ft. 9in. Stockport, Cheshire. Linda (23), Richmond, Yorks. Heidi (19), 5ft. 5in. Bristol. Sandra (31), Deal, Kent.

DIARY

Royal Bath and West Show — May 21-30. Includes HMS Sultan Hornpipe and Cutlass Display Team; RN and RM Commando Display Team; RM Band of CINCNAVHOME; NATO and Fleet Air Arm exhibitions.

Scottish International Air Show, HMS Gannet — May 30.

National Maritime Museum 50th Anniversary, London — June 6.

RNAY Fleetlands Open Day, Gosport — June 6.

HMS Inskip Open Day — June 7.

Fleet Air Arm Field Gun Crew public displays, HMS Daedalus — June 11, 18, 25, July 2, 9.

Portsmouth Field Gun Crew public runs — June 11, 18, 25 and July 2 and 9.

Rosyth Navy Days — June 13 and 14.

Gates open 1200, car parking free.

HMS Collingwood Field Gun Day and Fair — June 20.

Swordfish Exhibition and Telegraphist Air Gunners Display, Fleet Air Arm Museum, Yeovilton — July.

Royal Tournament, Earls Court, London — July 15-August 1.

Portland Naval Base Open Days, including RNAS Air Days — July 18-19.

HMS Daedalus Air Day — July 18.

HMS Seahawk Air Day — July 29.

Portsmouth and Plymouth Navy Days — August 29, 30, 31.

Telegraphist Air Gunners Association 40th Anniversary Meeting, RNAS Yeovilton — September 6-7.

• Additions to the diary will be considered if submitted in writing to the Editor.

PHOTO POSTCARDS

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 25p each (minimum order £1.50, £2.50 per dozen) inc. postage and packing, on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £6.

Only postcards of ships listed here are available.

Abdiel (1968, 1980), Acheron, Achilles, Active (1978, 1987), Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (1956, 1971), Alderney, Amazon (1975, 1985), Ambuscade, Andrew, Andromeda (1971, 1981), Angelsey, Antelope, Antrim, Apollo (fast minelayer), Apollo (frigate 1972, 1975, 1985), Ardent, Arethusa (1970, 1977), Argonaut (1972, 1980), Ariadne (1973, 1985), Ark Royal (strike carrier 1956, 1970), Ark Royal (1966), Armada, Arrow, Ashanti (1972, 1975), Auriga, Aurora (1971, 1985), Avenger.

Bacchante, Barrosa, Battaxe, Beagle, Beaver, Belfast, Bermuda, Berry Head, Berwick (1962, 1983), Bileston, Birmingham (1977, 1982), Blackpool, Blackwood, Blake (1961, 1969), Blue Rover, Boxer, Brave Borderer, Brave, Brazen, Brecon, Brighton (1967, 1972), Brilliant, Bristol (1973, 1986), Britannia (1958, 1974), Broadsword (des-

troyer 1962), Broadsword (frigate 1979), Brocklesby, Bronington, Bulldog, Bulwark (1955, 1979).
Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron (destroyer 1960), Carron (minesweeper 1985), Carysfort, Cattistock, Cavalier, Centaur, Challenger, Charybdis (1971, 1983), Chevron, Chichester (pre-mod, mod), Churchill, Cleopatra (1970, 1977), Conqueror, Corunna (pre-mod, mod), Cottesmore, Courageous (1973, 1987), Coventry, Cumberland, Cygnat.
Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964, 1974), Diamond, Diana, Dido (1965, 1979), Diomed, Dreadnought, Duchess, Dumbarton Castle, Dundas.
Eagle (1956, 1985), Eastbourne, Echo, Edinburgh, Egeria, Endurance (1969, 1977), Engadine, Eskimo, Euryalus (1976, 1986), Excalibur, Exeter, Explorer, Exmouth.
Falkland Islands Patrol Vessels (HM Ships Sentinel, Guardian, Protector on one card), Falmouth, Fawn, Fearless (1967, 1982), File (1967, 1982), Fin whale, First Fast Training Boat Squadron — Cutlass, Sabre, Scimitar on one postcard, Fort Austin, Fort Grange, Forth.
Galatea (1968, 1984), Gambia, Girdleness, Glamorgan, (1967, 1981), Glasgow (cruiser 1956), Glasgow (destroyer 1980), Gloucester, Gold Rover, Grafton, Grenville, Guernsey, Gurkha (1963, 1982),

SWOP DRAFTS

AB(S) Proctor, 2016 trained, 3G Stbd. Mess, HMS Brilliant, refitting in Devonport from September. Will swap for any Rosyth-based sea-going ship.

MEM(M)1(ACM) D. Smith, HMS Hermes ext. 3770 until May 15, then Second Portsmouth FMG. Drafted HMS Ariadne, Portsmouth-based, in September. Will swap for any Plymouth steam or gas ship.
LWEM(R) Ritchie, 3EA Mess, HMS Charybdis, deploying July. Will swap for any Portsmouth-based ship not deploying. Must be CAAIS PJT qualified.

NA(AH) Whitelaw, Fire station, RNAS Culdrose, ext. 7108, drafted 824 Squadron, Prestwick, in December. Will swap for any Culdrose front-line unit.
RO1(G) Kays, MHQ Mount Wise, drafted HMS Endurance, Portsmouth-based in July. Will swap for any Plymouth-based ship.

RO1(T) Cowood, HMS Mercury, T-Set, drafted HMS Diomed in July, deploying. Will swap for any Portsmouth Type 42, but anything else considered.

ALS Sawyers, Sonar 2016, HMS Dryad, ext. 401, drafted HMS Brilliant in June, refitting Plymouth. Will swap for any Type 22 preferably deploying.

CPO(Ops)(M) Sayers, CPOs' Mess, HMS Manchester, tel. Portsmouth 699575, drafted HMS Cambridge in July. Will swap for any Portsmouth preferred.

ALWEM(O) Carter, RNSETT, HMS Nelson, tel. 24243, drafted HMS Apollo, Portsmouth-based, in October. Will swap for any Devonport-based ship.

LCK Wade, 3Q Mess, HMS Broadsword, refitting Devonport. Will swap for any ship deploying.

LSA Spencer, 3Q Mess, HMS Broadsword, refitting Devonport. Will swap for any ship deploying.

CK Preece, 3Q Mess, HMS Broadsword, refitting Devonport. Any swap considered.

RO1(G) Wooster, HMS Mercury, drafted HMS Illustrious in July. Will swap for any smaller ship, preferably Portsmouth based.

RO1(G) Foxcroft, 6G2 Mess, HMS Ark Royal. Will swap for any draft except another CVS.

RO1(T) Bell, HMS Dulverton, Rosyth. Will swap for any Portsmouth-based frigate or destroyer not deploying.

APOWEM(O) Day, Portsmouth Naval Base, ext. 41953, drafted HMS Edinburgh Rosyth. Will swap for any Portsmouth-based ship.

POINTS LEADERS

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at April 1, 1987.

Intermediate (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during March.

PO(EW)/RS(W) — Int (28.3.85), 3; LS(EW)/LRO(W) — Dry, 4; PO(M) — Dry, 5; LS(M) — 138, 3; PO(R) — 111, 6; LS(R) — Int (12.8.86), 2; PO(S) — Dry, 2; LS(S) — Int (28.3.85), 2; PO(D) — Dry, 4; LS(D) — Int (20.8.86), Nil; PO(MW) — Dry, Nil; LS(MW) — Int (5.2.84), 6.
PO(SR) — Dry, 2; LS(SR) — Dry, 2; PO(SEA) — Int (3.10.86), Nil; POPT — 474; Nil; RPO — 370, 3; RS — 194, 4; LRO(G) — Int (18.3.86), 21; CV — 187, 2; LRO(T) — Int (4.12.86), 6; PO(S)(SM) — Dry, 3; LS(S)(SM) — Int (7.7.86), 1; PO(TS)(SM) — Dry, 4; LS(TS)(SM) — Dry, 3; RS(SM) — 203, 2; LRO(SM) — Int (9.12.86), 3.
POME(M) — Int (9.12.86), 20; LMEM(M) — 181, 31; POME(L) — Int (27.11.85), 5; LMEM(L) — Int (25.2.85), 13; POME(O) — Int (6.5.86), Nil; LWEM(O) — Int (17.12.84), Nil; POME(R) — Int (6.1.87), 2; LWEM(R) — Int (30.4.86), 7; POME(M)(SM) — 237, Nil; LMEM(M)(SM) — 160, 9; POME(L)(SM) — 103, Nil; LMEM(L)(SM) — Int (24.7.85), 9; POME(O)(SM) — Dry, 1; LWEM(O)(SM) — Int (7.6.85), 6; POME(R)(SM) — Dry, Nil; LWEM(R)(SM) — Int (4.8.86), 13; POWTR — Int (25.2.86), 3; LWTR — Dry, Nil; POSA — Int (6.6.85), 7; LSA — 160, 11; POCA — Dry, Nil; LCK(CA) — 275, 2; POCK — Int (18.2.86), 3; LCK(C) — 170, 15; POSTD — 367, 2; LSTD — Int (18.6.85), 2; POMA — 564, 1; LMA — 312, Nil.

POAEM(M) — 206, 2; LAEM(M) — 392, Nil; POAEM(WL) — Int (24.7.86), 1; LAEM(WL) — 372, Nil; POAEM(R) — Dry, 1; LAEM(R) — 116, 3; POA(AH) — 97, 5.

WTR Kerr, Flag Officer Plymouth, ext. 3481, drafted HMS Scylla in September. Will swap for any Devonport-based ship, preferably Type 22, but anything considered.

RO1(T) Pepper, 3HA Mess, HMS Beaver, summer DED, Devonport. Will swap for any ship deploying or any Falklands draft.

AB(O)J Harris CAAIS drafted HMS Argonaut will swap for any Portsmouth ship. Contact at the Guardroom FO Plymouth.

WEMR1 Rossiter, 3S Mess, HMS Gloucester, drafted to Portland FMG Sensors Division in July. Wants to swap for Portsmouth FMG or shore base.

CK(C) D. J. Griffin, HTS HMS Sultan, drafted to HMS Jersey, Rosyth, in August. Will swap for any Portsmouth-based ship.

CK(CA) P. Darlow, 3Q Mess, HMS Broadsword, alongside October 87 until refit six months from December. Will consider any ship deploying.

WRO1 S. J. Jackson FONAC MHC, FONAC Building, HMS Heron, RNAS Yeovilton tel. Yeovil ext. 6372 drafted to Northwood (NILU) PV draft in June. Would swap for Whitehall.

LRO(G) Graham M. 3M Comms Mess, HMS Diomed deploying July. Will swap for any Portsmouth draft.

WEMO(1) Chapman, HMS Brereton, going into four-month refit in November at Rosyth. Will swap for any Type 42 or Falklands Islands draft.

WRO1 Montgomery, Commcen Yellow Watch, HMS Neptune, will swap for HMS Warrior.

AB(M) Atkinson, JRs' Mess, HMS Sentinel (refitting Rosyth 3-4 months) will swap for any Plymouth-based ship, preferably frigate.

POCK S. Burbidge, CTCRM, Lymington, Devon, will exchange for Royal Arthur, RNAS Yeovilton, HMS Osprey.

STD Bevan, 3Q Mess, HMS Battleaxe, will swap for any ship not deploying until mid-1988 or any ship staying in UK waters. Contact 0623-650744 any evening.

AB(S) Osborne, 3MP, HMS Andromeda, deploying July. Will swap for any 2016 Plymouth-based ship not deploying.

AB(S) Bennett, 3MP, HMS Andromeda, deploying July. Will swap for any 2016 Plymouth-based ship not deploying.

LS(S) Gardner, 3MP, HMS Andromeda, deploying July. Will swap for any Portsmouth-based ship not deploying, or share base.

LWEM(R) N. Broadbent, HMS Plover, BFPO 1, 18 months single, two-and-a-half years married accompanied. Will swap for any Ton Class.

LA(AH) — 277, 3; POA(SE) — 289, 2; LA(SE) — Int (29.11.85), 2; POA(PHOT) — 811, Nil; POA(MET) — 807, 1; LA(MET) — Dry, Nil; POACMN — 361, 5.

POWREN CK — 360, Nil; LWREN CK(C) — 152, 1; POWREN DHYG — 284, Nil; POWREN DSA — Int (13.3.85), Nil; LWREN DSA — 131, Nil; POWREN(RADAR) — 516, 1; LWREN(RADAR) — 434, 3; POWREN REG — 431, Nil; POWREN RS — 187, 2; LWREN RO — 198, 6; POWREN SA — Int (1.5.85), Nil; LWREN SA — 125, Nil.

POWREN STD — 451, Nil; LWREN STD — 486, Nil; LWREN TEL — 528, Nil.

POWREN ETS — 550, 1; LWREN ETS — 299, 2; POWREN WTR G — 284, Nil; LWREN WTR G — Int (18.2.86), 5.

POWREN WTR P — 107, 1; LWREN WTR P — Int (17.10.85), 3; LWREN WTR S — Dry, Nil; POWREN AEM(M) — 432, Nil; LWREN AEM(M) — 518, Nil; POWREN AEM(R) — Dry, Nil; LWREN AEM(R) — 257, 3; POWREN AEM(WL) — 150, 1; LWREN AEM(WL) — 187, 1; POWREN PT — 660, Nil; POWREN WA — Int (27.5.86), 1; LWREN WA — Int (12.11.85), 3; POWREN MET — 567, 1; LWREN MET — 425, 1; POWREN PHOT — 625, Nil; LWREN PHOT — Int (5.2.85), Nil; PORGN — Int (4.11.86), Nil; POEN(G) — 309, Nil; LEN(G) — Int (18.2.86), 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22.

POWREN QA — 472, Nil; POWREN MT — 888, Nil; LWREN MT — 605, Nil; POWREN TEL — 577, Nil.

Gun on move

FOLLOWING major refit of the 13-year-old Mark 8 gun mounting from HMS Ambuscade, it is being taken to Yarrows Shipbuilders on the Clyde where it will be fitted to the Type 22 frigate HMS Cumberland.

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Collingwood exercises the right to march

WITH swords drawn, bayonets fixed, drums beating, bands playing and colours flying HMS Collingwood exercised its Right of Entry to the Borough of Fareham, in Hampshire.

The Freedom of Entry is a mark of the citizens' trust and confidence in the Armed Service, dating back to the days when a city was protected by walls to prevent unwelcome visitors.

HMS Collingwood was granted the Freedom of the Borough of Fareham in April 1975. Since then the Right of Entry has been exercised three times.

A guard, HMS Collingwood's volunteer band and six platoons

paraded with the ceremony staged in the pedestrian precinct. HMS Collingwood's executive officer, Cdr. Jim Curtis, started the proceedings by expressing his intention to exercise the Right of Entry.

The Mayor of Fareham, Cllr. Joan Vause, accompanied by the Captain of HMS Collingwood, Captain A. J. Davies, inspected the guard (see picture) and Mrs. Vause took the salute outside Ferneham Hall.



WARSPITE REUNION SUCCESS

GUESTS of honour at the reunion of the HMS Warspite Association in Portsmouth on April 4 included the Mayor of Brest, a French naval contingent, and the Lord Mayor of Portsmouth.

Accurate bombardment from the Warspite helped free the French port of Brest from German occupation in September, 1944.

Admiral Sir Charles Madden, patron of the association, who was executive officer of the battleship in 1940-41, presided at the reunion events, which started with an official welcome by Flag Officer Portsmouth (Rear-Admiral Anthony Wheatley) in the Great Cabin of HMS Victory.

In the evening large numbers of old Warspites, including 89-year-old Lieut. Peter Sheppard, who served in three commissions, attended a reunion dinner in Southsea at which the band of the Royal Marines Volunteer Cadet Corps Beat Retreat and lined the colonnade for VIPs.

Many gifts were presented by the Mayor of Brest, M. Georges Kerbrat, and at a packed memorial service on the following day the Association presented a badge to St Ann's Church in Portsmouth Naval Base. A moving sermon was given by the Very Rev. Michael Nott.

Adml. Leach unveils Tennant Memorial

ADMIRAL of the Fleet Sir Henry Leach has unveiled a bronze and granite memorial to Admiral Sir William Tennant in a Worcestershire village.

It was especially appropriate that Admiral Leach should perform the ceremony since his father, Capt. J. C. Leach, was in command of the battleship HMS Prince of Wales when she was sunk by Japanese aircraft, along with Capt. Tennant's command, HMS Repulse, in December 1941.

Capt. Leach was lost but Admiral Tennant went on to help plan the invasion of Normandy in 1944 and had command of the giant Mulberry harbours.

From 1946 to 1949 he was Commander-in-Chief, America and West Indies Station, and on his retirement became Lord Lieutenant of Worcestershire and Chairman of King George's Fund for Sailors. He died in Worcester Royal Infirmary on

July 27, 1963.

The appeal fund launched to raise cash for the memorial has received Royal backing, with the Queen Mother making a donation.

After a procession through the town of Upton-upon-Severn, with the Upton Youth Band in accompaniment, Admiral Leach inspected a guard of honour from the Worcester Sea Cadet unit, TS Fearless. The Worcester branch of the 1940 Veterans Association and Upton British Legion also took part.

The uniformed bust, unveiled by Admiral Leach, was sculpted by Leslie Punter of Martley near Worcester. It was placed on Scottish granite plinth in the Old Churchyard, Upton-upon-Severn.

Flats for disabled

SAILORS who are temporarily disabled and unable to climb stairs can make use of two ground-floor flats specially set aside for them in Old Rowner.

The offer of the two-bedroomed flats is also open to sailors and Wrens who have a member of their family temporarily disabled. Each flat has ramps front and back, wide doorways and a specially-fitted bathroom.

The flats were first converted in 1983 and have been used since then but more recently there has been no demand for this kind of accommodation.

Anyone interested should first contact the local Family Services office.

Fleet Club holidays

LAST YEAR the China Fleet Club in Hong Kong bought 28 timeshare holidays in Guernsey, Cornwall and Torquay — for the benefit of serving RN personnel.

The number of timeshare holidays will this year be increased to 36. Already some 350 applications have been received and a draw was held at the China Fleet Club to choose the lucky winners.

Family Services' birthday

• From Page 17

cent. Portsmouth's Area Officer, John Donovan, says it is the result of the NPFS instilling more confidence and encouraging more people to come forward; greater sea time, putting a bigger strain on domestic situations; and today's society, which brings problems associated with such things as easy credit, AIDS, quicker divorce and increased opportunities for women to have a role outside the home.

At any one time the NPFS is dealing with just under 1,000 cases across the country. By far the biggest increase recorded in workload last year was in the Eastern area, based on Portsmouth, where demand rose by 25 per cent — mainly attributable to problems of money and child neglect.

Support

The aim of the NPFS is to offer, when needed, advice, assistance or practical help to naval personnel and their families and to assist the Navy in meeting its responsibility for their wellbeing. That includes supporting the Fleet by maintaining the morale and efficiency of men at sea.

In times of stress the NPFS is there to offer help, recommending special action when this is vital — and not doing so when the situation can be contained by using other resources.

In practice it means there is a "shoulder to cry on" in such times of stress, and the reassurance for men away from home that wives and families have someone to turn to in their absence.

Navy News

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OBITUARY

M. Astbury. Lieut. March 28.
T. W. Boyd. CBE. Cdr. (ret.). Commanded ML60 in St Nazaire raid, gaining DSO. Also served Dunkirk and in Far East. Aged 72.

M. Kennard. Lieut.-Cdr. (ret.). April 9, aged 50.
C. Cross. Fleetwood branch RNPSA. Aged 61.

J. Thomas. Fleetwood branch RNPSA. Aged 64.

G. Midgley. Ex-LTel. 1939-45, including HM ships Havock and Protector. Aged 65.

R. J. P. Hughes. Ex-A/Log/Sea (TY). Served 1933-45, including HMS Illustrious.

W. Marshall. Ex-Gunlayer, submarines, 1940-46. Sec., Lunsdale SOCA. Aged 65.

J. Beaver. Ex-COA. Ships included HMS Hermes and Roebuck. Aged 70.

C. Woodhouse. Ex-LSIG. Served 1910-20. Aged 93.

D. M. Pritchard. Ex-LS. Served 20 years, including HM ships Adamant and Ark Royal. Aged 48.

W. J. Cfeaver. Member RNPSA (Midlands) and Birmingham Nautical Club. Aged 62.

I. Davies. Ex-CERA. Survivor HMS Hermes, Second World War. Mentioned in Despatches. Aged 68.

R. Lipsham. Ex-PO Torpedo Gunner's mate. Served 1937-49. Awarded George Medal at age 19. Ships included HMS Dunedin, Glasgow, Edinburgh Castle and Cormorant.

S. W. Collington. Ex-captain's Cxn. Served 1916-30 and 1938-45. Survivor HMS Wren. Aged 86.

RNA MEMBERS

The deaths are also reported of the following Shipmates:

J. Thompson. Burton-on-Trent, Jutland veteran (HMS Warrior). March 9, aged 89.

W. Brown. Sidcup. March 11, aged 60.

H. F. Isted. Edenbridge. March 13, aged 62.

G. McKenzie. Portsmouth. March 4.

R. J. Grieve. Hereford. Aged 80.

H. J. White. Hereford. Aged 63.

R. Evans. Harlow, formerly Edmonton, March 12.

H. Taylor. Gravesend. March 6, aged 61.

D. Hannabus (nee Griffiths). Bridgwater, formerly of Purley and Battersea. March 21.

Life member WRNS Association and RNA.

J. C. Burtenshaw. Life member, Portsmouth. March 17.

W. Roberts. Portsmouth. March 23.

R. K. Robb. CGM, Dunkirk veteran (HMS Pangbourne). Burton and District. March 26, aged 71.

H. Kelbrick. South Liverpool and Liverpool, survivor HMS Eclipse. March 29, aged 60.

C. Vaughan. Reading, ex-HMS Illustrious.

K. Tomlinson. Ex-HMS Yarmouth, Falklands War. March 23, aged 26.

A. Best. Bolton, ex-HMS Kandahar, aged 67.

J. C. Miller. Swindon, aged 45.

A. G. Webb. Waterlooville, aged 83.

J. D. Reid. Wansbeck and District. March 8.

L. H. Weston. Poole, local secretary of Patrol Service Association, member Dunkirk Veterans' Association, April 5, aged 66.

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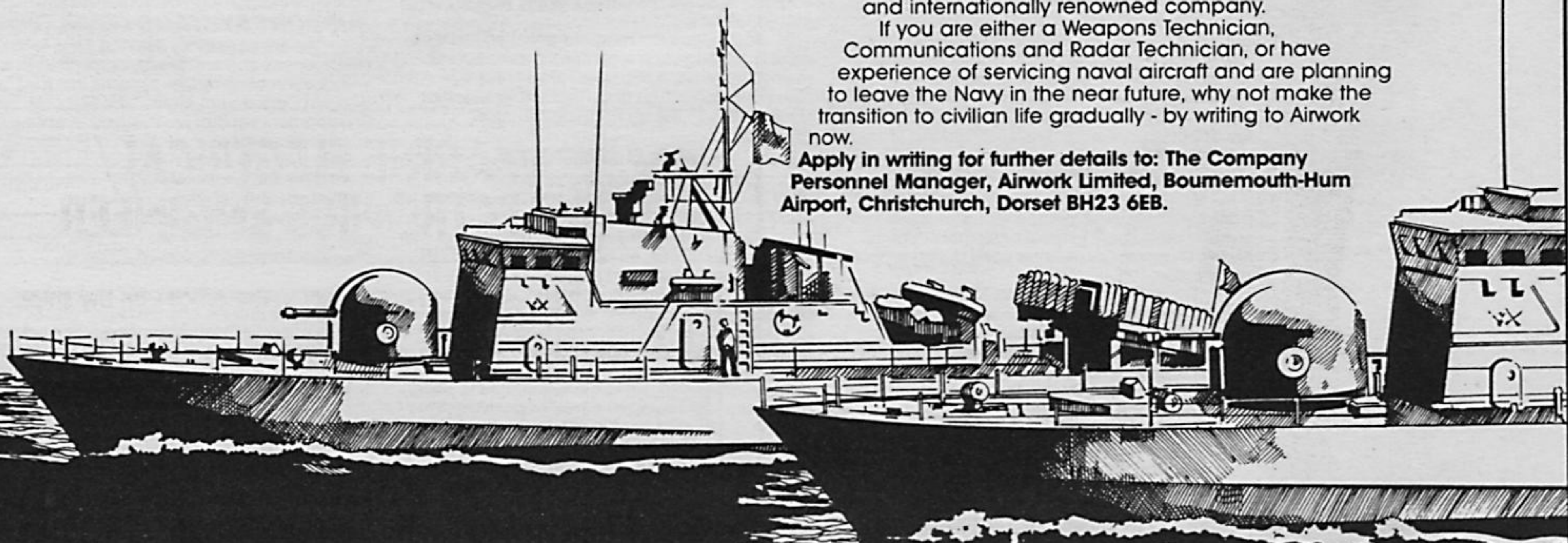
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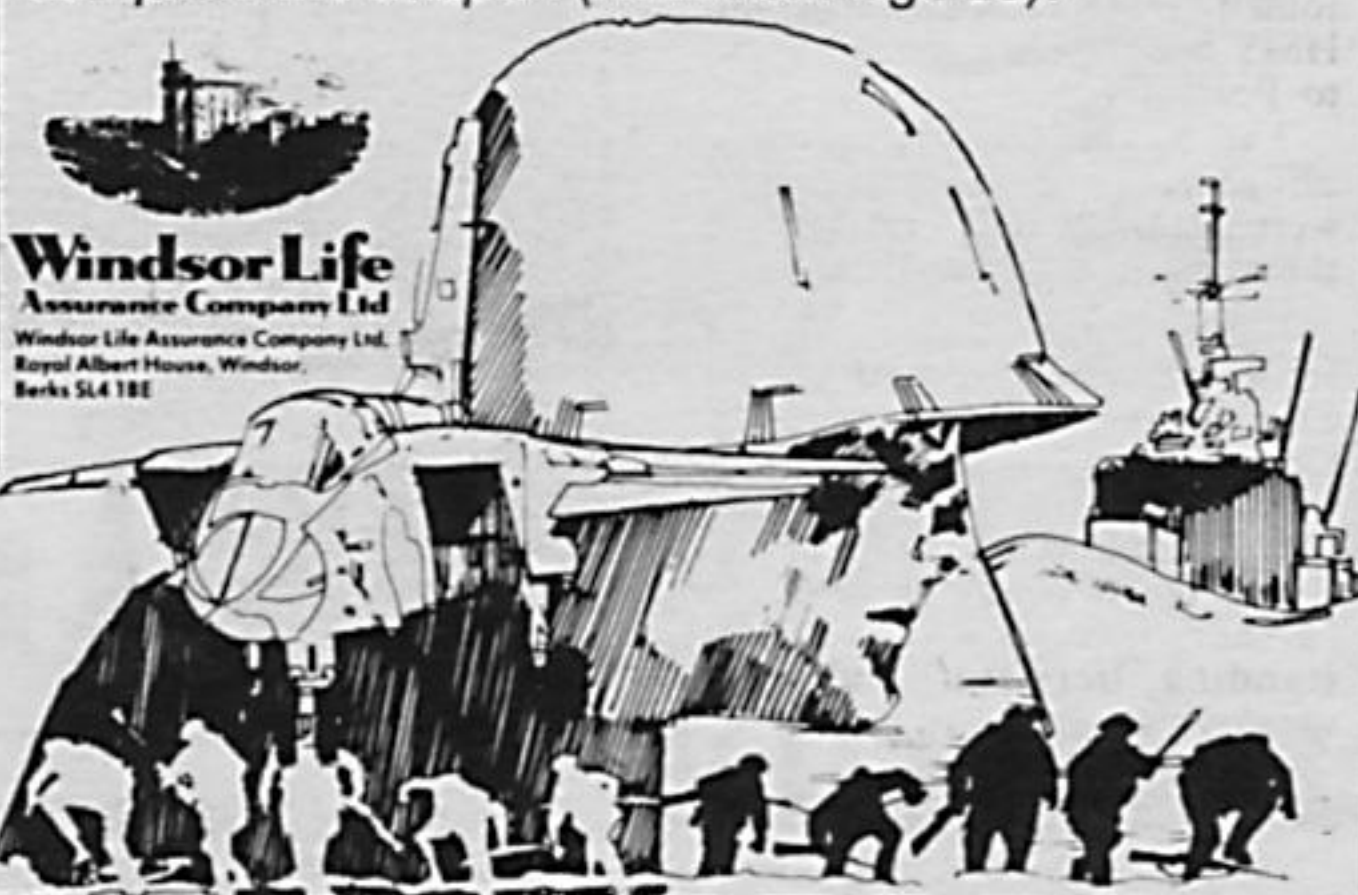
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The Product Support Department provides a vital service to our Hawk and Harrier aircraft customers around the world. Now we are establishing an expanding department at the British Aerospace airfield at Dunsfold in Surrey to cater for an increasing demand for fast and efficient spares, logistic and technical support. A wide variety of job opportunities are now available in this pleasant part of rural England.

LOGISTIC SUPPORT

Our Logistic Support Engineers prepare comprehensive recommendations for spares and support equipment to meet customers' requirements. Computer models are used during proposal preparation.

The engineers also assist customers to determine and establish the facilities required to conduct all levels of aircraft and component maintenance. They may be required to work overseas with our customers either to discuss proposals or to assist in the establishment of maintenance capabilities.

Applicants must have comprehensive experience of modern military jet aircraft maintenance, preferably Hawk or Harrier, and will demonstrate the ability to combine initiative and innovation in their technical work and their contact with customer air forces.

CUSTOMER TRAINING

The Product Support Training Centre at Dunsfold is responsible for training the customers' aircraft maintenance technicians. Instructors are required to research and

prepare training programmes for each customer's aircraft and may be required to carry out training overseas. Involvement in the development of sophisticated maintenance training aids is part of the overall task.

Instructors are required with a sound technical knowledge and a comprehensive aircraft maintenance background in Hawk or Harrier. Consideration will be given to training suitable applicants with the appropriate technical background.

FIELD SUPPORT

Our commitment to the customer includes a full back-up service of Technical Representatives and Field Support Engineers.

Technical Representatives are resident with customer air forces, on hand to provide aircraft maintenance advice and assistance whenever required. They, in turn, are backed up by Field Support Engineers based at Dunsfold who link with our Design Department solving technical problems arising during aircraft operation and maintenance.

In both cases an ex Service background in modern military jet aircraft maintenance is ideal, preferably with Hawk or Harrier experience. This section could offer openings for engineering graduates wishing to develop beyond their original specialisation.

SPARES SUPPORT

We maintain a fast and efficient service supplying essential support material to Hawk and Harrier customers around the world. Our spares support staff undertake receipt, storage and distribution of aircraft components and support equipment using an advanced computer system to ensure that customer orders are processed efficiently and

monitored closely.

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SUPPORT SYSTEMS DEVELOPMENT

We are constantly seeking ways to improve effectiveness and are heavily committed to the introduction of computer systems into the Product Support Department. Staff in the Support Systems Development section are involved in writing user specifications for a whole range of Product Support systems, as well as co-ordinating system implementation and occasionally producing specific solutions using personal computers.

We have vacancies for applicants of graduate calibre who are familiar with the user application of computerised information systems.

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If you have the background experience to fill any of these interesting vacancies, simply fill in the coupon and send it to: **Personnel Department, British Aerospace PLC, Military Aircraft Division, Dunsfold Aerodrome, Nr Godalming, Surrey. Telephone: (0483) 272121 Ext 5205.**

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Memorial Book on display

COUNTESS Mountbatten of Burma has presented a new Memorial Book, listing names of people who perished at sea and have no known grave, for permanent display in London.

The book, commissioned by the British Maritime Charitable Foundation, of which the Countess is honorary president, will be on display in the Church of All Hallows by the Tower.

It was presented to the church during a thanksgiving service. Names can be added by contacting Mr. H. P. Boys-Stone at the BMCF, 25/27 Theobald's Road, London WC1X 8SP.

□ □ □

AN ACTIVITY weekend at HMS Raleigh, staged by the Surveying Flotilla for members of the Combined Cadet Force, is to become an annual event.

The weekend, the second of

IN BRIEF

its kind, which catered for 40 cadets and eight officers from as far afield as Newcastle-under-Lyme, proved so popular that it is to become a regular fixture. The cadets were from units affiliated to ships of the flotilla.

□ □ □

WALKING, running and assault course techniques are tested in a new Hydrographic School competition.

Three teams competed for the new challenge shield by completing an eight mile Dartmoor Walk, a three mile Burrator run, six mile Rame Head walk and the Pier Cellars Assault Course.

Captain G. L. Hope, Captain Hydrographic Surveying Flotilla, presented the trophy to S (SR) S. J. Nichols, JS (SR) A.

G. Block, AB (SR) S. J. Evans and S (SR) C. A. Jones, of the AB Survey Recorders 1/87 course.

□ □ □

SOLDIERS became sailors for a few days when a party of Welsh Guards and men from the Royal Regiment of Fusiliers joined HMS Andromeda and HMS Nottingham from Cyprus to Portsmouth.

The Welsh Guards, recently affiliated to the Andromeda, were making their first visit to the ship.

□ □ □

NEW Director General of the English-Speaking Union of the Commonwealth from June 1 will be Rear-Admiral Richard Heaslip, Flag Officer Submarines. The Union's aims are to further international understanding between English-speaking countries.



INTREPID BUILDS A FRIENDSHIP

SIX marine engineering artificer apprentices and their two instructors from HMS Intrepid took time off during a visit to Istanbul to build a wheelchair ramp at a home for the elderly run by the Little Sisters of the Poor.

Previously the nuns, who run the home in Bomonti, had to push the wheelchairs up a flight of steps into the home.

The apprentices also tended the garden and spent some time with the elderly, before presenting the Mother Superior with the Intrepid's crest as a lasting souvenir.

Left to right in the picture are MEA App Whitewood, CPO MEA Morrice, MEA App Wilkinson, Sister Gabriel, Sister Cecile (Mother Superior), other Sisters, and MEA Apps Garrad, King, Turner, and (centre foreground), Gowrie.

JIMMY THE ONE

(From Vice-Admiral Sir Louis Le Bailly)

WHILE I cannot contribute to the source or origin of the term "Jimmy the One" referred to in the February issue, there have been exceptions.

In HMS Naiad in 1941/42 the messdecks always spoke of the First Lieutenant as "Serge" — or more fully "Serge Manila the Russian Bosun."

This arose from his always stentorian shouts, as we picked up our buoy in Alexandria harbour, of "Surge Manila!" — Louis Le Bailly (vice-admiral), Bodmin, Cornwall.

Jimmy the Supplanter

"WHY Jimmy the One?" asks Lieut.-Cdr. I. R. Whitehouse. Well, Jimmy is short for James, and James, if you consult any good dictionary, means "The Supplanter".

In its turn, a sub-planter is one who puts someone, or stands, in the stead, place or lieu of someone senior or otherwise loftier than himself. (The "One" should not really require analysis). — Elizabeth Hake, Senior Interpreter, MOD (Retd), Helston, Cornwall.

First-class explanation

I CAN give Lieut.-Cdr. I. R. Whitehouse the explanation which I heard as a child from an uncle who was a "Jimmy the One."

I could never understand why he was called Jimmy by naval colleagues when his name was George.

He told me that the title dated back to James the First. Before he came to the throne, all ships were called either Great ships, or Middling ships or Small ships.

James classed all ships by rates, namely First Rate, Second, Third and Fourth Rates, so an officer on a First Rate ship became known as Jimmy 1st Class.

Then it became common for all lieutenants on all ships to be known as Jimmy, and gradually to Jimmy the One.

I checked this information in an old naval book, and found that my uncle had told me correctly. I no longer have this book, but I know it was written by Talbot-Booth. — (Mrs) Eileen Robertson, Linlithgow, West Lothian.

Glorious questions are answered

I WAS surprised to read of the "unanswered questions" in your review of John Winton's book, "Carrier Glorious" (March).

The Glorious had already been operating for some time in Norwegian waters when the need came to evacuate a Royal Air Force squadron of Hurricanes.

The Ark Royal, recently arrived on station, had the higher speed and better hangar space, but our lifts were not wide enough to strike down the fixed-wing aircraft. The Glorious had "T" shaped lifts and could strike them down, and in any case was due to return to Scapa to refuel.

The Glorious, with the Ark Royal in company, had to steam at full speed to land on the Hurricanes, which had no deck landing hooks and were flown by RAF pilots who had no training other than a hurried verbal briefing from the crew of a Walrus flown to their base. It was a magnificent effort that they all landed safely.

Low on fuel, and with a hangar blocked with Hurricanes and with no knowledge of enemy surface ship activity, it was understandable that the decision was made to head straight for Scapa without delays from flying operations.

With hindsight the decision not to fly normal patrols was catastrophic, but the implication that some powerful influence was involved is utter nonsense.

The gallant efforts of the Ardent and Acasta were not in vain. The Scharnhorst was damaged and sailed for Trondheim. Had she and her support forces made contact with the evacuation forces there would have been an even greater catastrophe.

There was another blow to come. From the Ark Royal 800 and 803 squadrons made a dive-bombing attack with 15 Skuas on the Scharnhorst in Trondheim harbour. Only seven aircraft returned.

As a footnote, the loss was a

LETTERS EXTRA

sad blow in another way. The landing of the Hurricanes by unskilled pilots appeared to be forgotten because for some time afterwards self-styled experts (usually politicians) perpetuated the myth that high-performance aircraft could not be operated from carriers.

As a result we had to depend on the outclassed Fairey Fulmar for operations in the Mediterranean and also during the opening stages of the war in the Far East. — F. J. L. de Frias (lieut.-cdr), East Molesey, Surrey.

Four Mentioned

THANK you for your generous notice of my book "Carrier Glorious."

After further researches I find that I should not have written that there was only one posthumous Mention in Despatches — for Cdr. C. E. Glasfurd, captain of HMS Acasta, one of the two destroyers which tried so gallantly to save the Glorious.

Lieut.-Cdr. J. F. Barker, DSC, captain of the other destroyer, HMS Ardent, was also posthumously Mentioned.

So too was Sgt. Norman Jagger, Royal Marines, of the Glorious, who survived the sinking but died aboard the small Norwegian steamer taking him and other survivors to the Faroes.

Also Mentioned was Sub-Lieut.(A) Ian MacLachlan, a Swordfish pilot of 823 Squadron, who survived the war but died in the Korean War.

As one who has made a

special study of the Glorious and of naval VCs, I have to say that in my opinion both Cdr. Glasfurd and Lieut.-Cdr. Barker thoroughly deserved the Victoria Cross and should both have been awarded it — if not at the time, then certainly after the war when more facts came to light. — John Winton.

Comforted

AFTER reading your book review might I suggest the heading, "Glorious, Ardent and Acasta — the ever increasing agony."

My father died in HMS Acasta, "missing presumed dead" as they said, 28 years old. I was only two at the time.

There must have been many widows and families like myself horrified to read the graphic descriptions in John Winton's book of men in Carley floats driven mad by thirst.

Only in Navy News was I comforted to find out that there were some graves in the cemetery at Narvik, a fact which my mother did not even know.

The Ardent was rebuilt to fight again. Do not forget the Acasta. — Elisabeth Miller, Methil, Fife.

Plymouth flare-well

WITH a young son in the Royal Navy, I dread the sadness of each farewell.

His ship recently sailed from Plymouth for six months in the South Atlantic. As usual I stood on Devil's Point to wave goodbye.

I had a large Union Flag which I waved as they sailed past, only feet away.

Tears blurred my eyes as I saw my son salute me. The ship's company began to cheer and wave. I counted ten flares soaring overhead as the ship

drew slowly towards the open sea.

The commanding officer of that ship deserves the highest praise for making me feel proud instead of sad. It was a marvelous gesture which I will treasure for the rest of my life. — (Mrs) Margaret Swinscoe, Barton under Needwood, Staffs.

Royal Ark

PRINCESS Alexandra will attend a dinner to mark the 30th anniversary of the White Ensign Association on board HMS Ark Royal at Greenwich on June 8.



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Smiles in the doghouse

IN April's letters page our cartoonist, Smiles, was taken to task for depicting Wren Writers as chimps in a tongue-in-cheek reference to the suffixes P and G (PG Tips — get it?) Here is his rhyming rejoinder to the lyrical lambasting of POWRENWTR(Pay) B. N. Ling, of HMS Centurion:

It seems in "The Doghouse" I ought to be
For "taking the Mick" out of Wren Writers (P).
It serves me right — I thought I was crafty
'Cos cartoon material's scarce in "Drafty."
For 20-plus years it's been my sad fate
Some joke on that page each month to create.
Spared hours of staring at my drawing board
And lost beauty sleep I cannot afford,

The P and G gag I clutched with glee
It seemed so apt for that item, you see!
It wasn't my aim to crucify "Ps"
I've loved them too long — my apologies.

Smiles

SPORT

Wembley bid takes beating

FOUR Navy boxers who had fought their way through to the ABA semi-finals at Gloucester, were bitterly disappointed as their Wembley dreams faded. All boxed well and bravely and lost to very close, and in one case, highly debatable decisions.

Mne. Colin Day (HMS Centurion) faced international Colin McMillan in an entertaining bout which started badly for the Marine but took life in the final

BOXING

round when he launched a desperate counter-attack.

Both boxers took standing counts during the match, but despite Day's hard-hitting comeback, McMillan was able to reapply the pressure right at the end of the bout and win the fight.

MEM Brian Kearney (HMS Defiance) took on the very strong Andy Holligan of North West Counties. He had plenty of success at long range but could not match the work rate of his opponent at close quarters.

Closest bout of the night was

that between Mne. Andy Ellison (45 Cdo.) and Winston May. Ellison finished the first round slightly behind but came back with all the grit and determination of the Royals, to leave May reeling. The unanimous decision against him surprised most of those at the ring side.

Sanderson

Heavyweight Mne. Gary Sanderson (42 Cdo.) entered the ring last with the weight of responsibility hanging heavy on his shoulders. Boxing with a broken nose he gave the Commonwealth Games silver medal-

list Henry Akinwande a hard fight, but was finally beaten by the superior height and reach of his opponent.

So it was a sad night for Navy boxing, though also a proud one. The four men had done very well to make it through to the semis, and coach Micky Garrity was pleased with their performances.

Micky Garrity is celebrating his own personal victory as he has recently been awarded with the prestigious Advanced Coaching Course Award. There are only a few coaches in the country who have reached this standard and it puts him in line for selection to assist in the training of the National Squad.

Someone who has already been called up for his country is Colin Day who finally won his England vest when he took part in a multi-nations tournament in West Germany.

Scottish

Colin lost in the quarter finals against the Czechoslovakian champion on a majority decision. It was a good performance and the England coach was impressed with Day who hopes to be included in further internationals.

Marines Alan Walker (45 Cdo.) and Dave Robb (Commachio Co.) had mixed fortunes at this year's Scottish championships. Alan Walker had an excellent match against a much taller opponent and won through to be the only Navy representative left in the ABA's. But Dave Robb lost a unanimous decision to double ABA finalist Dave Anderson.

Two Navy boxing successes — Colin Day in his new England vest and Micky Garrity who has received an advanced coaching award.



SQUASH

CHAMPION squash players Chief Officer Muriel Hocking and First Officer Sue Murch, both of HQ Reserves Unit, HMS Vivid, proudly display the silver trophy won at the National Veterans Championship final.

The pair played for the Devon County Veterans Squash Team as number two and three strings and both won their matches to top long playing careers with the county.

Plymouth in command

CONSISTENTLY good team and individual performances by Plymouth Command have resulted in excellent results for the season. They are winners of the inter-command competition at both senior and under 25 levels, leaders of two Devon league divisions and one of their number, Cdr. Robin Bawtree, yet again won the Navy Championship and the inter-Services veterans championships.

The Command first team played in Devon division 2b after narrowly missing promotion last year. They started the season in a determined manner winning the first nine matches. However some matches were lost before they hit another run of good fortune, winning their last eight fixtures. They finished the season leading the league by five points and hope to be promoted to the top division next season.

Having obtained promotion to division 3b this year, the second team were anxious to establish themselves, and they dominated their opponents winning 15 out of 16 matches.

Any squash players joining establishments in the Plymouth area who would like to be considered for Command teams should contact Lieut.-Cdr. Higham, Royal Naval Engineering College, Manadon, (ext. 267).

Bang on target

SHOOTING

SPRING sees the start of the Target Rifle shooting season and the Royal Navy Target Rifle club had their first match in March.

The club is open to all serving and retired members of the RN, RNR, WRNS, WRNR, QARNNS and their immediate families. Coaching and advice is readily available for novices, and the club boasts members of all standards including some of international match standard. Anyone interested in joining should contact Lieut. Drummy, CWTA ext. 24718.

Forthcoming fixtures include: May 1-4, Guernsey. May 9, Inter-service Tyros. May 17, City RC, RAFTRC.

ANGLING

A MASSIVE 23lb 5oz cod won LS Chuck Berry an RNRMA specimen badge at the award ceremony for the HMS Dryad Sea Angling Club. The presentation was made by Capt. Jake Backus, Captain of the School of Maritime Operations at Southwick.

Capt. Backus also presented LR Trevor Sutch with the Person of the Month award in recognition of his excellent work in setting up the Solent Area Royal Navy and Royal Marines Sea Angling Association.

Sultan style

HMS Sultan's rugby team ended a magnificent season in style when they won the Portsmouth Area seven-a-side tournament at Burnaby Road.

Earlier in the year they clinched the Navy Cup by beating HMS Cochrane in an excellent display of rugby. The win of 25-16 took HMS Sultan's points aggregate over five matches to 175-31.

During the second half of the season they reached the Portsmouth Area Cup Final and took on HMS Collingwood who had beaten them in the final last season. This time revenge was

RUGBY

sweet, and the winning score was 21-6.

The team's competitive spirit has been maintained throughout the season, with 19 out of 20 winning games. Players enjoying success at Navy level were Lieut. Barry Howarth, MEA Andy Kellet, MEM Fraser Boon, and Mal McGeehan.

Below: HMS Sultan's successful rugby squad.



TABLE-TENNIS

LWREN Janice Turley (HMS Daedalus) was narrowly beaten in the ladies final of the tri-service table tennis competition held at HMS Nelson.

Janice who had played brilliantly to reach the final, was beaten by the RAF's number one player. But she was successful in winning the ladies doubles with Wren Wilson (HMS Warrior).

TETRATHLON

FOUR Royal Navy pentathletes from CTCRM Lympstone competed in the Army Modern Pentathlon Association Tetrathlon Championships at Arborfield and made a fine impression on the 35-strong field.

The team was placed fourth out of six, and the individual results were particularly encouraging as with the exception of CPO Dunleavy,

all the RN men were competing in their first Tetrathlon.

Results: 19: CPO Dunleavy, 3014 points. 24: Cpl. Shotbolt, 2297 points. 26: Cpl. Morgan, 1869 points. 27: Sgt. Whalley, 2297 points.

SKIING

LAST seen in Navy News drinking champagne while pulling a whaler, six officers on exchange duties in Nova Scotia have now formed the Nova Scotia branch of the RN Cross Country Skiing Association.

After a period of intense training with a local recreation officer the team entered the local ski marathon and successfully completed the 20km course in about three hours.

The next sport to be attempted by the intrepid group of Lieutenant Commanders Farmer, Bycroft, Cantello, Langford, Ayers, and Wollston will be ice hockey when they join forces with other RN and USN exchange personnel to take on the Canadians.

WRENS GIVE IT THEIR BEST SHOT

NETBALL

IT WAS a disappointed WRNS netball team that attended the inter-Service championships at Aldershot. Their tour of Hong-Kong had been cancelled at the last minute and this left them not fully prepared for the competition.

However, the weekend before, matches against Avco from Reading and the Metropolitan Police gave them some good training and two morale-boosting wins.

Their first inter-Service match was against the WRAF who proved strong opposition. The first quarter was disastrous with the WRNS down 15-4. During the rest of the match they put up more of a fight, but were unable to make up the deficit.

The match against the WRAC was much more exciting with the score neck-and-neck up until the last quarter. Despite some brilliant play by both defence and attack the WRNS lost

37-45, and the WRAC went on to win the championship.

LWPT Lorna Gough and Wren Dawn Bessey were both selected for the combined Services team to play in a tournament in Gloucester this month. The other members of WRNS team were POWren Julie Spinks, LWren Gwen Bohana, LWren Pauline Last, Wren Alison Gent and Wren Deborah Hunte, with Surgeon Lieut. Gill Boswell and Wren Elaine Reynolds as reserves.

Coach, Mrs. Jill Sylvester has worked hard through the season and has high hopes for the team next year. And First Officer McCombe relinquishes her post as RNWNA chairwoman and will be relieved by Chief Officer Coates. First Officer McCombe's support and encouragement to the team will be missed.

TRIUMPH FOR TIV'S TEAM

FOR the second time in three years and the nineteenth time in the history of the competition, the Royal Navy carried off the Constantinople Cup in fine style, beating the Army 4-1, writes Jack Sheppard.

Both teams came to Portsmouth knowing that a victory for either side would give one the solid silver trophy and the other the wooden spoon. The Navy side was short of Mne. Phil Kay (CTCRM) and LPT Leigh Tongue (HMS Sultan), who were both injured, but they were ably replaced by Billy Buchanan (HMS Collingwood) and Paul Benson (HMS Daedalus).

Awards

Before the start of the game Rear-Admiral Grenier made two special awards to Navy players. The first was the NATO trophy to Corporal Bugler John O'Connell (CTCRM) for his outstanding service to Combined Services and RN football, and the second was to team captain Sgt. Tiv Lowe (CTCRM), who was playing his 102nd game for the Navy.

At the start of the game both teams were too aware of the import of the match and played scrappily. However, an early Army goal galvanised the players into action more appropriate for the occasion. Five minutes before the interval CPO Tommy Johnson (RNC Greenwich) brought the score level with a close-range header.

Within three minutes the Navy went ahead with LWEM Steve Johnson (HMS Collingwood) jabbing the ball into the net. This opened the way for a fast and furious second half, with solid defence from the

SOCCER

Navy and frantic attack from the Army.

Goalkeeper Tony Miklinksi (HQ Commando Forces) was frequently in action, and Mne. Shiner Wright (CTCRM) in the middle of the Navy defence had an outstanding game.

With five minutes remaining Mne. John Rich (CTCRM) made a backheader into the net to make the score 3-1. And Vic Jones (HMS Temeraire) who came on as a substitute in the last minutes of the game, scored the fourth goal from a cross from Lowe.

Admiral Sir Anthony Morton presented the huge Constantinople Cup to a proud Tiv Lowe at the end of the match.

In the first Royal Navy visit to Imber Court for at least 15 years, the Navy took on the Metropolitan Police. The opening 15 minutes saw play switching from end to end with both teams testing the goalkeepers without finding the net. Terry Kane (HMS Sultan) set up the first goal with a low pass to John Rich who volleyed into the net.

Shortly afterwards Rich provided a perfect opportunity for Lowe who scored the Navy's second. Paul Benson then took two further goals to take the half time score to 4-0.

A completely outpaced Police defence were not equal to the attacking Navy side who scored another two goals, both by John Rich, to make the final score 6-0.

Following their success in the inter-Services the Navy went to Tiverton in Devon to contest the final of the South West Counties. Again the team were without Leigh Tongue and Phil Kay due to injury, and Shiner Wright was making his very last appearance for the Navy before leaving to become a fireman.

The game produced a series of well taken and missed opportunities which finally led to a score of 4-2 to Devon. Four terrible defensive errors by the

Navy in the first half led to their downfall. In the meantime the Navy front runners were counter attacking and taking two good goals by John Rich and Steve Johnson (HMS Nelson).

All in all the Navy have had a very successful season. In addition to being inter-Services champions and runners-up in the South West Counties, the statistics read as follows: Played 19, won 12, drew 4, lost 3. Goals for, 46. Goals against, 18.

Top goal scorers were: John Rich 7, Steve Johnson, 7, Tommy Johnson 6, Vic Jones, 5, Paul Benson 4, Bob Brady, 3.

John Rich, Tiv Lowe, Steve Johnson, Budge Rogers (RNAS Heron), Mac McCarthy (RNH Haslar) and Andy Grace (RNH Haslar), have all been selected to play for the Combined Services.

New pairs shape-up

GOLF

losing the foursomes 2½-3½, and the afternoon fourballs by the same score. But the new pairings were successful with Surg.-Lieut. Phil Guest (HMS Raleigh) and AB David Hughes (CP Portsmouth) gaining a win in the morning and a half in the afternoon; CPO Don West (RNWS Crimond) and CPO Pat Smith (RNAS Cudrose) two wins; and Lieut.-Cdr. Malcolm Edmunds (RNAS Cudrose) and WPOMEA(P) Brian Wright (Devonport), an afternoon win and a morning half.

There was a vast improvement in the weather for the match against the County on the Sunday, and the team obviously thrived in the spring conditions. Lieut. Dave Brecken (FEC Rosyth) was suffering from back

problems, so pairings had to be re-arranged, but the Navy were still able to go into lunch all square.

Wins by Dave Brecken and Taff Ashman (RNAS Cudrose), and Malcolm Edmunds and Brian Wright, and halves from Phil Guest and David Hughes, and Don West and Pat Smith, gave the Navy their three points of the morning.

After lunch Malcolm Edmunds won the lead singles in resounding fashion, and Phil Guest, a former Worcestershire player, started his Navy golf-playing career in fine form by winning his singles match.

The other newcomer to the side, Dave Hughes, also won his match but will unfortunately be leaving the Navy at the end of the year — to become a professional golfer!

Lieut.-Cdr. Alan Bray

(CINCFLEET), gained a very creditable half against Stephen Edgeley, the English and European youth international who has just gained a golfing scholarship in the USA.

However these 3½ points were all that the Navy could muster in the singles, and the score of 3½-8½ meant a final defeat by 6½-11½. This was, however, a very encouraging start against a side that has won by far greater margins in previous years, and the standard of play augurs well for the forthcoming season.

Finally, two points of interest. First, the Dorset side included the former Navy and Naval Air Command player ex-POPHOT Gary Nixon who made good use of his local knowledge, and second, for the statisticians, seven of the singles matches finished with the result 4-3.

Test of Endurance

HMS INSKIP near Preston in Lancashire played host for the final of the Mini-Ships Cup between HMS Endurance and HMS Ocelot. This was the first, and maybe the last time that HMS Endurance has been able to play in a Fleet competition. She is normally in the Antarctic at this time of year.

The Endurance team settled into the game quickly and after 20 minutes had established a commanding 3-0 lead. But HMS Ocelot found their feet and fought back gallantly to take the score to 3-2 by the end of the first half.

The cold, windy and very wet conditions began to tell in the second half when the terrible state of the pitch made it difficult for either team to make progress. A goal from each side 15 minutes from time took the score to 4-3, and it was only in the final stages that a header ensured victory for HMS Endurance 5-3.

After the high spirited and enjoyable game Lieut.-Cdr. Furze, commanding officer of HMS Inskip, presented the cup to the winning side.

ROYAL Marines from the Commando Training Centre, Lympstone, aim to capture the Naafi Jubilee Cup for the third year running — having again won a place in the annual tri-Services contest.

The Jubilee Cup is played for between the UK cup winners of the three Services, and is awarded to the side scoring the highest number of goals in the competition.

The Navy's soccer champions were due to play their RAF rivals from RAF Kinloss away on April 29, and take on the Army champions at home in the final match on May 20.

NAVAL AIR Command were the winners of the Inter-

Command Under 21 football tournament held in Lee-on-Solent, Gosport and Fareham at the end of March.

The Naval Air team beat the Royal Marines 4-0 in the final. Final placings were: 1, Naval Air; 2, Royal Marines; 3, Scotland; 4, Portsmouth; 5, Plymouth; 6, Fleet.

CPO Cowling powers down the pitch in search of another goal for HMS Endurance.



RNAC coaches take the lead

AT THE Royal Navy Athletic Club's half yearly meeting held at HMS Temeraire the club decided to take the lead in coaching athletics.

A coaching committee has been formed headed by CPO Peter Farthing (HMS Daedalus). His major task will be the setting up of a coaching organisation that takes into account the lifestyle of its Naval members.

Training

Peter will be assisted by two area coaches, Sub Lieut. Terry Price (HMS Collingwood) for the Portsmouth area, and CPO Dave Pittey (HMS Raleigh) for Plymouth. Terry Price will be starting training sessions at the Burnaby Road track on Tuesdays and Thursdays from May 11.

Each coach will hold a library of manuals, both general and specific, for use by athletes and a library of videos at HMS Temeraire will also be available.

It is hoped that this new approach will encourage new members of all standards.

Members

Meanwhile, current club members have been making the headlines. MTI John Stephens (RNH Haslar) romped home to an easy victory at the Gosport and Fareham marathon. Another RNAC athlete PO

ATHLETICS

Alan Bainbridge came in fifth, and 16 Naval Air Squadron runners did their bit for charity by taking part in the race.

Lieut. Chris Robison (Air)

represented Scotland at the World Cross Country Championships in Warsaw. Chris came 149th out of 274 runners and helped his country to twenty-second place in the team event. He was fourth of Scotland's six scoring runners.

END OF SEASON WINNING SPIRIT

VOLLEYBALL

OVER the last few weeks of the National League season the Royal Navy team faced a fearsome match pile-up caused by snow-cancelled fixtures from earlier in the year.

This storming finish to the season resulted in a triumphant run of wins for the Navy, who lifted themselves from eighth to fifth position in division three of the National League.

The winning run began early in March at HMS Collingwood with a double victory over both Stowmarket, 3-2, and Cardiff 3-0. Stowmarket were quick to gain revenge though when they won the return match 3-1 the following weekend at HMS Mercury. On the same day the Navy beat Abergavenny 3-0.

For the return match against Cardiff the Navy travelled to Wales to take on a much strengthened home side. After a tremendous tussle lasting two-and-a-half hours the Navy ran out winners 3-2.

April saw more marathon matches at HMS Collingwood where a weary Navy side lost to Sussex Nomads 3-1, but won over Pontypool 3-2.

Two major tournaments, the Portsmouth International and the prestigious Services Tournament are the fixtures to end the season for the successful Navy side this year.



**Rough
with
the
smooth**

IN A BUSY flight deck scene (above), an 820 Squadron Sea King helicopter smoothly delivers a load of bombs to HMS Ark Royal during exercise Caribtrain. They were for 801 (Harrier) Squadron's bombing exercise at the Atlantic Fleet Weapon Range in Vieques Island, off Puerto Rico.

The Sea King and a Wessex transferred the 1,000lb bombs — two at a time — from RFA Regent. On arrival

they were fitted with ballistic-type tail-planes for free-fall bombing.

The Americans, who run the range, were high in their praise of the accuracy and efficiency of the Harriers.

Before arriving home from Caribtrain, HMS Aurora was pictured (below) heading through rough seas in the South-West Approaches. Caribtrain was the Aurora's last deployment before paying off.

REPULSE IN STATESIDE TEST PLAN

THE POLARIS submarine HMS Repulse is visiting the United States where she has started final "shakedown" tests for her two crews and the weapon systems. This includes test firing of unarmed Polaris missiles down the Atlantic Missile Test Range.

The visit comes after the Repulse's third refit completed at Rosyth last October. Since then she has been carrying out post-refit trials and tests in preparation for the visit to America and her return to operational service.

She embarked her Polaris missiles from the RN Armament Depot at Coulport before leaving the UK.

During her US visit she will

berth at Port Canaveral, Florida. The Starboard crew, under Cdr. R. C. Seaward, was operating the submarine from the time she left Faslane, with the Port crew, commanded by

Cdr. R. L. P. Jones, taking over half way through the visit.

After the Polaris test firing and routine weapon sensor checks, the Repulse will return to the operational cycle.

Hermes badge makes £1,575

THE BADGE of HMS Hermes, worn by the carrier above her bridge through war and peace, has been auctioned for £1,575 in aid of the Save the Children Fund.

Purchaser is businessman Mr. Charles Pritchard whose house at West Wittering, Sussex, was named Hermes by its first owner following the return of the carrier from the Falklands War.

The house already has a Hermes silhouette weathervane and Mr. Pritchard, whose family are supporters of the Save the Children Fund, are keen to maintain the theme with the badge.

The Hermes is soon to become the Indian Navy ship Viraat.

Guernsey damaged

ISLAND-CLASS patrol ship HMS Guernsey was taken into the Hall Russell shipyard at Aberdeen, where she was built, after going on to rocks in fog while nearing Aberdeen for a week-end visit in April.

There was some engine-room flooding, with ship's company members joining firemen in pumping operations.

RUGBY FEAT

FOR the first time since 1981 the Navy has won the Combined Services Rugby Championship.

In the deciding match against the RAF at Twickenham, the Navy pack kept tight control, completely blocking the efforts of the title holders, and ensuring the 13-6 win to crown their unbeaten record this season.

The only try came late in the second half from PO Bob Penfold (HMS Raleigh), who is a survivor from the last championship team. Mne. Dick Whittington (40 Cdo.) scored the first penalty which was followed by two from MEA Andy Kellett (HMS Sultan).

The formidable RAF side included England winger Rory Underwood.



Picture: LA(Phot) Ronnie Barker

RETURN TO THE SHIP OF SORROW

From front page

Under a necklace of light bulbs strung down passageways, the rescuers dug at the mounds of mud and wreckage with their bare hands.

Cdr. Birkett said it was important that the work be completed as soon as possible to relieve the suffering of grieving relatives, enable the identification process to start and get as many bodies as possible off the ship before any other problems arose, such as bad weather.

Putrid air

It was after many frustrating hours waiting for the go-ahead from the salvage men that the seven RN divers entered the ship on Tuesday evening, April 7, alongside their Belgian colleagues.

Throughout the operation they worked above the water line in the righted ship, face masks protecting them from the putrid air.

All decks were still intact but the cabin structure and bulkheads had disappeared. "It was dark and we worked under lights provided by two portable generators," Cdr. Birkett recalled.

By 2.30 the next morning the men were exhausted and after a conference on the bridge the

Belgian police chief called a halt to the work to allow the divers to rest.

"I think, given the choice, the divers would have gone on all night," Cdr. Birkett added. Instead, the RN divers returned to their support ship for a meal,

The team

THE seven-man diving team from Portsmouth was made up of Cdr. Jack Birkett, WO(D) Mick Fellows; CPO (D) Eddie Kerr; LS(D) Roy New; LS(D) Billy Smart; LS(D) Paddy Doonan and LS(D) Mike Marten. Mick Fellows and Eddie Kerr were also involved in the earlier operation when the ferry capsized off the Belgian coast.

shower and cat-nap before the next search about three hours later.

This time they worked late into the afternoon. At first Cdr. Birkett was prevented from joining them by the world's Press, anxious to discover what progress was being made.

Shortly after 3 p.m. the salvage men stopped the search. They wanted to conduct safety

checks on the huge stabilisers holding the Herald in position.

Throughout the afternoon holes were cut in the side of the ship to allow mud to pour out. On B-deck the divers had encountered a wall of mud 12-ft. high, hiding more bodies.

One of the most poignant discoveries came shortly before the search was called off on the third day. "We found an 11 or 12-year-old boy lying under a pile of mud on a stair landing. As we lifted him clear we saw another child's foot and after around 45 minutes of digging pulled out a 13-year-old girl, probably his sister," said Cdr. Birkett.

Experts

Throughout, the search teams worked with four men from Townsend Thoresen who knew the layout of the vessel. Their expertise and a familiarisation exercise conducted on the Herald's sister ship the Calais in Dover saved the divers invaluable time.

Barred from the car decks, which took on the look of a breakers' yard with the smaller vehicles crushed by the lorries, the search was called off on the Thursday evening. It was thought that between 12 and 25 bodies remained on the ship, beyond the reach of the divers.

The RN team returned to Portsmouth the next day.

Technically the recovery of the bodies from the Herald was not a difficult operation for the diving unit, said Cdr. Birkett, but one which stretched his team physically and mentally.

"We knew the divers were men who could be relied upon

to work with self-confidence and cope with the situation inside the ship. Now our brains are working as a kind of self-protection thing to block out some of the unpleasant memories.

"But we will remember the Herald of Free Enterprise for the rest of our lives."

Members of the Royal Navy and Belgian Navy team who worked together to recover bodies from the stricken ferry. Cdr. Jack Birkett (second from left) stands next to his Belgian opposite number, Lieut-Cdr. Daems.



Picture: Daily Express